Elstablished February, 1845.

日一十月二十年亥丁

AGENTS FOR THE CHINA MALL

LONDON :- F. ALGAR, 11 & 12, Olement's Lane, Lombard Street, E. C. GRONGE STREET & Co., 30, Combill. GORDON & Goron, Ludgate Circus, E.C. BATES Hendy & Co., 37, Wallstook, R.C. Samuel Deagon & Co., 150 & 154, Leadenhall Street. W. M. Wills, 151, Cannon Street, H. C.

PARIS AND EUROPE :- AMEDEI PRINCE & Co. 36, Rue Lafayette, Paris. NEW YORK :- ANDREW WIND, 21, Park

SAN FRANCISCO and American Ports THE INTEREST and RESPONSIBILITY of zonorally :- BEAN & BLACE, San Fram-AUSTRALIA, TASMANIA, AND NEW ZEALAND :- GORDON & GOTCH, Mel-

bourne and Sydney. CEYLON :- W. M. SMITH & Co., THE APOTHEGARIES Co., Colombo. SINGAPORE, STRAITS, &c.: -SAYLE & Co., Square, Singapore. C. HEYNEZEN-& Co. Manila.

OHINA:-Macao, F. A. DE CRUZ. Swatow, Quelon & Co. Amoy, N. MOALLE. Fonchow, HEDGE & Co. Shanghai, LANE, CHAWFORD & Co., and KELLY & WAIAH. Yokohama, LANE, ORAW-FORD & Co. and KELLY & Co.

# Banks.

NOTICE. TO DLES OF THE HONGKONG SAVINGS BANK

1. - The business of the above Bank wi be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business home on week-days, 10 to 3. Saturdays, 10

2. Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500

.- Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest. 4. - Interest at the rate of 31 per cent per annum will be allowed to depositors on

their dully balances. 5. Each Depositor will be supplied gratis with a Pass-Book which must b: sented with each payment or wi drawal. Depositors must not my ony entries themselves in their Pass-Books but should send them to be written up at least twice a year, abou the beginning of January and begin-ning of July.

6 - Correspondence as to the business the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China 7. - Withdrawals may be made on demand

but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book For the

HONGKONG & SHANGHAI BANKING COEPOBATION. T. JACKSON. Ohief Manager.

Hongkong, September 1, 188

HONGKONG & SHANGHAI BANKING | February, at 12 o'Clock Noon, for the CORPORATION. 

RESERVE LIABILITY OF PRO- \$7,500,000

COURT OF DIRECTORS. Chairman-Hon. John Ball Taving. Deputy Chairman - W. H. FORBES, Esq. O. D. BOTTONLEY, Hon. A. P. McEWRY. S. C. MICHARISEN. W. G. BRODIE, Esq. H. L. DALRYMPLE, J. S. Moses, Eso. L. POESNECKER, Esq. Esq. H. Hopprus, Esq. E. A. SOLOMON, Esq. B. LATTON, Esq.

CHIEF MANAGER. Hongkong, THOMAS JACKSON, Esq.

Shanghal ..... EWEN CAMPRON Esq. LONDON BANKERS .- London and County HONGKUNG.

INTEREST ALLOWED. N Current Deposit Account at the rate of 2 per cent. per annum on the daily On Fixed Deposits -

For 3 months, 3 per cent. per annum. d per cent. 5 per cent. LOCAL BILLS DISCOURTED. Oredita granted on approved Securities,

and every description of Banking and Exchange business transacted. Drafts granted on London, and chief Commercial places in Europe, India, Australia. America, China and Japan. T. JACKSON. Ohief Manager

Hongkolng, January 25, 1888.

otices of Firms. NOTICE.

TITE HEVE CLOSED the FOOCHOW BRANCH of our Firm on the 31st ultimo, and Transfer red our Business at that port to Mr. GUSTAV SIEMSSEN. SIEMSSEN & Co.

Hongkong, January 28, 1888.

HAVE This Day ESTABLISHED MYSELF at this port as MERCHART and COMMIS-SION AGENT under the Name and Style of G. SIEMSSEN.

Foothow, January 1, 1888.

NOTICE.

AR. M. GROTE has THIS DAY been Admitted a PARTNER in our Firm. OHATER & VERNON. Hongkong, January 1, 1888.

THE INTEREST And RESPONSIBILITY of Mr. ALFRED TIDSWELL DUVAL in our Kirm CEASED on the 31st December,

NOTICE

DEACON & Co. Canton, 7th January, 1888.

# Notices of Firms.

NOTIOE.

HAVE This Day ESTABLISHED MYSELP DE LAND, SHARE and CENERAL A. RUMJAHN.

Hongkong February 1, 1888.

NOTIOE.

the late Mr. RICHARD VON CAR-LOWITZ and his Heirs in our Firm CEASED on the 31st December, 1887.

CARLOWITZ & Co. Hongkong January 21, 1888.

### Intimations

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

HE Nineteenth Ordinary Annual MEETING of SHAREHOLDERS in the above Company will be held at the Orrices of the Company, Pedder's Street, on MONDAY, the 20th Fobruary instant. at 12 o'Clock (noon), to receive a Statement of Accounts to the 31st December, 1887. the Report of the General Managers, and to elect a Consulting Committee and

The Transfer BOOKS of the Company will be CLOSED from the 7th to the 20th day of February inst., both days inclusive. JARDINE, MATHESON & Co., General Managers.

Hongkong Fire Insurance Company, Hongkong, February 1, 1888.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Nineteenth Ordinary MEETING of SHAREHOLDERS in the Company will be held at the Company's OFFICE, No. 45, Queen's Road, Victoria, at Three o'Clock in the Afternoon of TUESDAY, the 21st February instant, for the purpose of receiving a Statement of Accounts, and the Report of the Directors for the year ending 31st December, 1887 The Transfer BOOKS of the Company will be CLOSED from the 8th to the 21st

Instant, both days inclusive. By Order, JAS. B. COUGHTRIE.

Secretary. Hongkong, February 1, 1888.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Forty Third Ordinary Half-Yearly MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 7, Queen's Road Central, on SATURDAY, the 4th purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and elect-

The Transfer BOOKS of the Company will be CLOSED from the 26th Instant to the 4th February, inclusive.

By Order of the Board of Directors, F. HENDERSON Acting Secretary.

Hongkong, January 21, 1888. HONGKONG ICE COMPANY

LIMITED. THE Seventh Ordinary Annual MEET-

ING of SHAREHOLDERS will be held at the OFFICE of the Company. Pedder's Street, on FRIDAY, the 10th February, at Nijon, to receive a Statement of the Accounts of the Company to the 31st December, 1887, and the Report of the General Managers, also to discuss any matters that may be competently brought before the Meeting.

The Transfer BOOKS of the Compar will be CLOSED from the 31st Instant the 10th Proximo, both days inclusive. JARDINE, MATHESON & Co.

General Managers. Hongkong, January 20, 1888.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COM-PANY LIMITED.

TOTICE is hereby given that all VESSELS DISCHARGING BOMBAY COT-TON and COTTON YARN at the Kow-LOON WHARVES WILL have FREE STORAGE for 14 days from arrival, after which a Rent of 3 CENTS per bale per month will be

ISAAC HUGHES, Secretary.

Hongkong, November 7, 1887.

CHAS. J. GAUPP & Co., Ohronometer, Watch & Clock Makers, Jewellers, Gold & Silversmithe. TAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOOULABS AND TELESCOPES. RITOUIS'S LIQUID AND OTHER COMPARSES. ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.

English SELVER & ELECTRO-PLATED WARE. Christofle & Co.'s ELECTRO-PLATED WARE. GOLD & SILVER JEWELLERY,

in great variety. DIAMONDS DIAMOND JEWELLERY.

Splendid Collection of the Latest LONDON PATTERNE, at very moderate prices. 742 NOW READY.

THE COMMERCIAL LAW AFFECT I DIG CHINESE; with special reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGRONG. Copies may be had at the China Mail Office, and at Mesure Link, Chawronn & 45 Jon - Price, 75 genie.

Business Notices.

FOR SALE

# Smith's Glasgow Tobaccos:

MITH'S CUT NAVY.

MITH'S FLAKED GOLD LEAF.

MITH'S GLASGOW MIXTURE.

MITH'S GOLDEN BIRDSEYE LANE, CRAWFORD & Co.

Hongkong, January 9, 1888.

Tailors, Hatters, Shirtmakers & General Outfitters, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

# WINTER GOODS.

AMB'S WOOL and SHETLAND WOOL UNDERVESTS and PANTS, CARDIGAN JACKETS, Hand KNI HOSE and 1-HOSE, CASHMERE MERINO and SILK 4-HOSE. BOOTS and SHOES from the best manufac-DRAB CLOTH SPATS. KID and WOOL-LINED GLOVES. TRAVELLING RUGS and Scorce PLAIDS. OVERLAND TRUNKS, PORTMANTEAUS and HAND-BAGS, &c.

TAILORING: OVER-COATINGS, SUITING, AND TROU-SERING in large Variety of Materials.

Hongkong, January 3, 1888

QUEEN'S ROAD CENTRAL, HONGKONG. J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDING PLACES. GOOD ACCOMMODATION FOR VISITORS. CHARGES MODERATE.

TIFFIN at 1 o'Clock. DINNER at 7.30. VENTILATED BILLIARD ROOM. TIFFIN 50 CENTS. DINNER 75 CENTS. WINES, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY. Hongkong, April 1, 1887.

#### Victoria Elotel, Praya and Queen's Road Central, Hougkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Horas in the place. The ROOMS are apacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, The HOTEL siso contains handsome and comfortable Reception, READING, BILLIARD

The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are apoken.

Messrs. DORABJEE & HING KEE,

Hongkong, September 16, 1885.

MASHMERE AND MERINO VESTS. CASHNERS AND MERINO COMBINATION

CASHMERE HOSE, all sizes and colours. KNITTED WOOL PETTICOATS. KNITTED WOOL VESTS AND JACKETS. WOOL SHAWLS AND HOODS. KRIFTED GAITERS AND BOOTAKINS

WOOL HATS AND TAM O' SHANTERS. (T E L E P H O N E 21).VICTORIA EXCHANGE, December 28, 1887.

FUR CAPES AND MUFFS. DRESSING GOWNS AND JACKETS. FELT AND STRIPED PETTICOATS.

FUR-LINED KID GLOVED

Children's GLOVES AND INFANTEES.

WOOLLINED SILK GLOVES.

WOOL CUPPS AND MITTS.

FUR-LINED CLOAKS.

#### . Intimations. NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

CHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand. Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will

2148 | receive prompt attention. In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dis D. GILLIES,

Secretary Hongkong, August 25, 1885

DENTISTRY

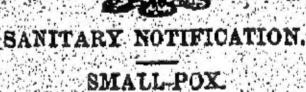
FIRST CLASS WORKMANSHIP. MODERATE FERS.

MR. WONG TAI-FONG, Surgeon Dentist FORMERLY ARTICLED APPRENTICE AND LAT TERLY ASSISTANT TO DR. ROCKES,) A T the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly of

cupied by Dr. Rockes, No. 2, DUDDELL STREET. CONSULTATION FREE Discount to missionaries and families.

Sole Address 9: DUDDELL STREET. (Next to the New Oriental Bank Hongkong, January 12, 1885.

# Intimations.



SMALL-POX.

THE SANITARY BOARD desire to urge on the public the necessity, for the purpose of disinfection; of Steeping all Bedclothes and Wearing Apparel, used by persons suffering from SMALL POX, in boiling water for at least 15 minutes before allowing such Articles to go to the wash.

By Order, WM EDWARD CROW Honorary Secretary to Sanitary Board. Hongkong, 27th January, 1888.

ANDREW JOHNSTON, Consulting Bugineer MARINE HOUSE, QUEEN'S ROAD

OLANS and ESTIMATES prepared for LIGHT DRAUGHT STEAMERS, STEAM LAUNCHES, MARINE ENGINES and BOILERS. and all other kinds of Machinery. A List of Steamers FOR SALE always on hand.

The Address as above. Hongkong, January 4, 1888. J. D. KILLY

SAIL-MAKER MENTS, AWNINGS AND TLAGS.

No. 28, Praya Central, Hongkong, November 1, 1887 Auctions.

GOVERNMENT NOTIFICATION

THE following Particulars of SALE of CROWN LAND by Public Auguston, to be held on the Spot, on MONDAY, the 6th day of February, 1888, at 4.30 p.m., are published for general information.

By Command, FREDERICK STEWART. Colonial Secretary: COLONIAL SECRETARY'S OFFICE.

Hongkong, 28th January, 1888. Particulars of the Letting by Public Auc- Bath Rooms. p.m., by Order of His Excellency the Rooms. Governor, of One Lot of Crown Land, A NEW STORY has just been added in the Colony of Hongkong, for a term to the Servante' Quarters of both honses.

of 75 years.

		articula	18	of '	the	del	JE		1
No. of	Registry	Locality	Boundary & C. Measure & B.			Contents in Square for	Apanu Bent	Price	
Salo	No.		Я.	A.	R.	w	- ta	1	
	Building.	South side of Mount	žt.	ft.	ft.	ft.		8	1
1.00	No. 55	Gough. The Poak	420	530	264	-84	71,600	202	215

GOVERNMENT NOTIFICATION

THE following Particulars of SALE of CROWN LAND by Public Auction. to he held on the Spot, on WEDNESDAY, the 8th day of February, 1888, at 4 p.m., are published for general information. By Command,

FREDERICK STEWART, Colonial Secretary. COLONIAL SECRETARY'S OFFICE, Hongkong, 28th January, 1888.

Particulars of the Letting by Public Auction Sale, to be held on WEDNESDAY, the 8th day of February, 1888, at p.m., by Order of His Excellency the Governor, of Two Lots of Crown Land in the Colony of Hongkong, for a term

of 75 years. Particulars of the Lots. Boundary & Measure-Rural South side Building of Mount Lets Kellett, No. 68 The Peak of Mount Kellett, The Peak 293 298 163 165 48,574 180 1

New Hd. 69 107 140 145 14,210 52 490 AUCTION SALE OF HORSES

NTOTICE is hereby given that on the 4th of March proximo, there will be at the Cavalry Quarters of Hanol, Tonkin, PUBLIC AUCTION SALE Of 40 ARABIAN HORSES and 4 HORSES of FRENCH

H. VERLEYE. Consul for France. Hongkong, January 28, 1888.

For Sale.

FOR SALE. TULES MUMM & Co.'s OHAMPAGNE Dubos Frères & de Gernon & Co.'s

BORDEAUX CLARETS AND WHITE WINES Baxter's Colebrated Barley Bres WHISKY, -\$72 per Case of 1 doz. GIBB, LIVINGSTON & Co. Hongkong, July 18, 1884.

FOR SALE JUST ARRIVED EX Manuel: BOUT 30,000 CUBIC FRET MANILA HARD WOOD.

REMEDIOS & Co. Hongkong, January 9, 1888 BALL PHOGRAMMES FOR SALE.

Apply to

m new shades and partenns. CHINA MAIL OFFICE, 2, WYNDHAM STREET. January 20, 1888.

NOW READY. INTONESE MADE EASY 2nd Edition ENLARGED AND AMENDED, J. DYER BALL.

Other Books by the same Author. THE CANTONER MADE-EASY VOCA-BULARY, \$1. EASY SENTENCES IN THE CANTONESS DIALBOY, WITH A VOCABULARY, \$2.

AN ENGLISH-CANTONESE POCKET VOCABULARY \$0.7 EARY SENTENCES IN THE HARRA DIALECT, WITH A VOCABULARY, \$1. FOR SALE at Measra KELLY & WALSH W. W. BREWER'S, and LANE, CRAWYO

> TO BE LET. (With Immediate Possession.)

IVWO DESIRABLE RESIDENCES situated

in Caine Road, West end Terrace

Hongkong, January 17, 1888.

opposite to Rose Villas. No. 14, CAINE ROAD. Hongkong, October 31, 1887.

& Co. s.

To Let.

TO LET. DOOMS in College CHAMBERS. GODOWN in Ice House Lane, from the st January; at present in the occupation Missis. Butterfield & Swine.

DAVID SASSON SONS & Co. Hongkong, December 3, 1887.

TO BE LET.

UNFURNISHED WITH TENNIS COURT. 161 NTO. 5. RICHMOND TERRACE, & FOUR ROOMED HOUSE, with Three tion Sale, to be held on Monday, the No. 6; RICHMOND THERACE, a SIX 6th day of February, 1888, at 4.80 ROOMED HOUSE, with Three Bath

> Apply to JOHN WILLMOTT. Hongkong Dispensary.

Hongkong, January 27, 1888. Shipping.

Steamers.

TEAM TO YOKOHAMA, VIA NAGA-SAKI AND KOBE. (Passing through the INLAND SEA.) The P. & O. S. N. Co. Steamship will leave for the above laces on FRIDAY, the 3rd February, at

Daylight.

P. & O. S. N. Co.'s Office. Hongkong, January 20, 1888. DOUGLAS STEAMSHIP COMPANY LIMITED.

E. L. WOODIN.

Superintendent.

FOR SWATOW, AMOY & FOODHOW The Co. s Steamship Namoa, Capt. Gondand, will be despatched for the above Ports on ERIDAY, the 3rd February, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co. General Managers. Hongkong, January 31, 1888. FOR YOKOHAMA AND HIOGO.

The Steamship

Captain SCHAEPER, will be despatched for the above Ports on FRIDAY, the 3rd Inst., at For Freight or Passage, apply to SIEMSSEN & Co.

Agents. Hongkong, February 1, 1868 OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL

The Co.'s Steamship

Capt. Gurnars, will be despatched as above on FRIDAY, the 4th Proximo. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, January 28, 1888. SHIRE LINE OF STEAMERS. FOR LONDON AND HAMBURG

The Steamship

Merionethahire. P. B. WILKINS, Com-mander, will be despatched for the above Ports on 4th Proximo. For Freight or Passage, apply to ADAMSON, BELL & Co.,

Hongkong, January 31, 1888 EASTERN AND AUSTRALIAN

LIMITED. FOR SYDNEY, MELBOURNE AND ADELAIDE. (Calling at PORT DARWIN & QUEEN LAND PORTS, and taking through

Cargo to NEW ZEALAND.

STEAMSHIP COMPANY,

TASMANIA, &c.) The Steamship Capt. BHANNON, WILL despatched for the above Ports on SATURDAY, the 4th February. For Freight or Passage, apply to RUSSELL & Co.,

Hongkong, January 26, 1888. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS

FOR SHANGHAL KOBE AND YOKOHAMA. The Co.'s Steamship Anadyr. Commandt De LA CROD the above Ports on or about SATURDAY shortly after her arrival from Europe.

O DE CHAMPEAUX, Agent. S Dyngkon ME OF STRAMERS. The Steamship

Roy, Commander, 5

be despatched for above Ports on the 7th Proximo. For Freight or Passage, apply to ADAMSON, BELL & Co. Agents. Hongkong, January 31, 1888.

PRICE, \$2 PER MONTH.

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY. FOR SHANGHALVIA AMOY. (Taking Cargo di Passengers at through rates for NINGPO. CHEFOO. NEW-

Ports on the YANGISZE, The Co.'s Steumship Palinurus. Capt. Jackson, will be despitched as above on

OHWANG, TIENTSIN, HANKOW and

SATURDAY, the 5th Proximo. For Freight or Passago, apply to

BUTTERFIELD & SWIRE. Honglong, January 28, 1888.

FOR SINGAPORE, HAVRE AND HAMBURG, VIA SUEZ CANAL (Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTER. DAM, LONDON, LIVERPOOL

The Steamship Bellona, Capt C. HAESLOOP, will be despatched for the above Ports on SUNDAY, the 5th February, at 10 a.m.

For Freight or Passage, apply to

SIEMSSEN & Co... Hongkong, January 27, 1888. OCEAN STEAMSHIP COMPANY.

FOR SHANGHAL

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW. CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.) The Co.'s Steamship

SUNDAY, the 6th Proximo.

and BAGDAD.

and Passage, apply to

For Freight or Passage, apply to BUTTERFIELD & SWIRE. Hongkong, January 28, 1888 NAVIGAZIONE GENERALE

ITALIANA

Captain Rilly, will be

despatched as above on

(FLORIO & RUBATTING UNITED COMPANIES.) STEAM FOR SINGAPORE, PENANG & BOMBAY. Having connection with Company's Mail Steamers to ADEN, SUEZ, PORTSAID Messina, Naples, (Leghorn), and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE and South AMERI-CAN PORTS, up to CALLAO, Taking Cargo

at through rates to PERSIAN GULE

Capt. De Marcht, will be despatched as above on TUESDAY, the 7th February, at 10 a.m. At Bonnay the Steamers are discharging in PRINCE'S DOCKS.

The Co.'s Steamship

CARLOWITZ & Co., Hongkong, January 30, 18-8 OHINA NAVIGATION COMPANY.

LIMITED.

For further Particulars regarding Freight

FOR FORT DARWIN, SYDNEY AND MELBOURNE The Co.'s Steumship

will be despatched as above on TUESDAY, the 7th Proximo, at The attention of Passengers is directed to the Superior Accommodation offered by this Steamer First-plass Saloun and Cabins are situated forward of the Engines. Second Class Passengers are berthed in the Poup. A Reirigerating Chamber snapres the supply of Fresh Provisions during the

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, January 30, 1888.

the above Ports on the 8th Instant.

entire voyage. A duly qualified Surgeon is

SHIRE LINE OF STEAMERS. FOR YOKOHAMA AND KOBE The Stoux ship Cardiganshire. A. CLARK, Commander, will be despatched for

For Freight or Passage, apply to ADAMSON, BELL & Co. Hongkong, February 1, 1888

AUSTRO-HUNGARIAN LLOYD'S

STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO. BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI AND TRIESTE. (Taking Cargo at through rates to OAL. OUTTA, MADRAS, PERSIAN GULF BLACK SEA, LEVANT and

ADRIATIC PORTS.) The Co,'s Steamsnip Amphitrite. Capt G. GEMESICH, will be despatched as above on FRIDAY, the 10th Next, at Noon. For further Particulars, regarding Freight and Passage, apply to the Acency of the Company, Prays Central.

0. BACHRACH. Hongkong, January 80, 1888.

Sailing Vessels. FOR NEW YORK.

The 3/3 L.1.1. Amer. Barque Priobecot, LATON, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to

RUSSELL & Co. Hougkong, December 30, 1887. 2539

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Wingsang, having arrived from the above Ports, Consignees of Cargo has hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate dolivery of their Goods from alongside. Cargo impeding the discharge wil

be at once landed and stored at Consignees' risk and expense. JARDINE, MATRESON & Co.,

General Managers. Floughoug, January 30, 1888.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. Polyleymnia, Capt. SCHAEFER leaving arrived from the above Ports, Consignees of Cargo are horeby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take. immediate delivery of their Goods from

Any Cargo impeding her discharge will be landed into the Godowns of the Kow- at 4 p.m. LOON PIER AND GOBOWS Co. and stored at Consignees' risk and expense, No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th Feb.

will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th February. No Fire Insurance has been effected.

SIEMSSEN & Co., Hongkong, January 31, 1888.

GERMAN BARQUE DOROTHEA, Capt. En For Freight or Passage, apply to - MOLLER, FROM HAMBURG.

CONSIGNEES of Cargo by the above Vessel pro hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge will be at once landed and stored at Consignous risk and expense.

SIEMSSEN & Co., Ayents.

Hongkong, January 30, 1888. THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COM-PANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's S.S. Magine, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong AND KOWLOON WHARF AND GODOWN COMPANY. LIMITED, Kowloon, whonce delivery may tered.

be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the OFFICE of the Undersigned, before Noon on the 7th February, or they will not be recognized. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 7th February will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p. m. To-day. Bills of Lading will be countersigned by ARNHOLD, KARBERG & Co.,

Hongkong, January 31, 1888.

insurances.

NOTIOE.

THE MAN ON INSURANCE COMPANY (LIMITED).

CAPITAL SUBSCRIBED ..... \$1,000,000. THE above Company is prepared to ac-

cept MARINE RISKS at Current Swa Rates on Goods, &c. Policies granted to Syd all parts of the World payable at any of its . WOO LIN YUEN,

Secretary. HEAD OFFICE. No. 2, QUEEN'S ROAD WEST. Hongkong, December 2, 1887.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

TTHE Undersigned having been appointed Ageats for the above Corporation are prepared to great Insurances as follows :-

Marine Department. Policies at current rates, payable either here, in London, or at the principal Ports

of India, China and Australia. Fire Department.

Policies issued for long or short periods at current rates. Life Department.

Policies issued for sums not exceeding £5.000 at reduced rates. HOLLIDAY, WISE & Co Hongkong, July 25, 1872.

QUEEN FIRE INSURANCE COM-PANY.

THE Undersigned, AGENTS for the above

Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. . NORTON & Co.,

Hongkong, July 15, 1887.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co. Hongking, January 1, 1882.

NOWER WON PRICE, \$1.00. Oparative philese family law

BY K. H. PARKER. Can be obtained from KELLY & WALSH at Shanghai and Hongkong, at Liane, CRAWFORD & Co., Hongkong, and at the Ohina Mail Othica

\* Equalization of Dividend Fund.

#### Entertainment.

CLTY HALL.

HONGKONG CHORAL SOCIETY WILL PERFORM GILBERT & SULLIVAN'S OPERETTA THE SORCERER,

HURSDAY. 9th Echruary, at 9 o'Clock p.m. Tickets may be obtained from Messrs. LANE, CRAWFORD & Co., on and after Wal-

nesday, 1st February, at 9 a.m. Price, \$2. R. LYALL. Acting Hon. Secretary.

Hongkoug, January 28, 1888.

# l'o-day's Advertisements.

FOR SHANGHAL The Steamship

Captain R. Köhler, wil above Port on SATURDAY, the 4th Inst.,

For Freight or Passage, apply to SIEMSSEN & Co.

Hongkong, February 2, 1888. DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW. The Co.'s Steamship

Captain Rozen, will be despatched for the above Port on SUNDAY, the 5th Instant, at Daylight.

DOUGLAS LAPRAIK & Co., General Managers

Hongkong, February 2, 1888. HONGKONG & SHANGHAI BANKING CORPORATION.

OTICE is heroby given that the Or- Hattie N. Bangs, for New York. dinary Yearly MEETING of the Drot, for Loudon. SHAREHOLDERS in this Corroration Falkenburg, for Saigon. will be held at the CITY HALL, Hongkong, Ningpo, for Shanghai. on SATURDAY, the 25th day of February | Lee Sung, for Saigon. current, at 12 o'Clock, Noon, for the purpose Tritos, for Saigon. of receiving the Report of the Court of Directors, together with a Statement of Accounts to 31st Documber, 1887. By Order of the Court of Directors, T. JACKSON,

Chief Manager. Hongkong, February 2, 1888. HONGKONG & SHANGHAI BANKING CORPORATION.

ATOTICE is hereby given that the REGISTERS of SHARES of the CORPORATION will be CLOSED from the 11th (SATURDAY) to the 25th day of February current (both days inclusive), during which period no Transfer of Shares can be regis-

fly Order of the Court of Directors, T. JACKSON, 7 . Chief Munager.

Hongheing, February 2, 1888.

Not Responsible for Debts.

Teither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vensels, during their stay in Honghong Harbour :-ALLIE Rows, Hawaiian brig, Captain J. Phillips. -- Wieler & Co.

B. P. CHENRY, American ship, Captain Hughes - Douglas, Lapraik & Co. CHATENNIAL, American ship, Captain I.

M. Bearse. - Russell & Co. BOROTHEA, German birque, Capt. H. T. Moller. -Siemssen & Co. EME, British barque, Capt W. Summers.

MANUEL, Spanish barque, Capt. Estival -Remedios & Co.

SHIPPING.

ARRIVAL February 1, 1888 :-

Actie, Danish steamer, 355, N. C. Rovs. beck, Pakhoi January 29, and Holhow 31, General. - ARNHOLD, KARBERG & Co. February 2 :-

Amoy, British steamer, from Whampon. Les Sang, British steamer, from Wham-

Gerlong, British steamer, 1,139, James Thom, Saigon January 28, Rice and Paddy.

-GEO. R. STEVENS. Independent, German steamer, 871, A Hasenwinkel, Bangkok January 23, Rice.

-WIELER & Co. Fidelio, German steamer, 853, H. Brock, Hoihow January 31, General. - WIELER &

Bellona, German stoamer, 1,758, C. Hac-Captain Roach, will be sloop, Kobe January 27, General, -Sieus-Soochous, British steamer, 327, T. Rowin, Pakhoi Jan. 29, and Hollow 31, General.

-Kwong Tai Loong. Dafila, British steamer, 536, J. C. Nielson, Manila January 30, General-Ban Ho.

DEPARTURES. February 2:-John M. Blaikie, for New York.

CIRCARED. Clara, for Haiphong. Soochow, for Holhow and Pakhoi. Namoa, for Coast Ports.

Decima, for Saigon. Titan, for Singapore and London. Marcia, for Nagasaki.

PASSENGERS. Por Activ, from Pakhoi, &c . Mr O. Johnston (British Consul), and 132 Chinese. Per Geclony, from Saigon, 8 Chinese. Per Independent, from Bangkok, 2 Chi-

Per Fidelio, from Hollow, 51 Chinese. Per Bellona, from Kobe, Miss Faber, children and servants, Mrs Pope, and Мівь Роре,

DEPARTED. Por Fullenburg, for Saigon, 50 Chinese. Per Tribs, for Saigon, 100 Chinese.

TO DEPART. Per Clara, for Haiphong, 12 Chinese. Per Soochow, for Hothow, 8 Chinese. Per Namoa, for Coast Ports, 2 Euro peans, and 200 Chinese. Per Titan, for Singapore, 5 Europeans, and 149 Chinese.

SHIPPING REPORTS. The Davish steamer Activ reports : Had strong N. N. E. winds, heavy sea, with rain and thick weather.

The British steamer Geclong reports Left Saigon on the 28th January, had strong N.E. monsoon. The German steamer Fidelio reports On 22nd January, spoke Golia, lat. 2° 50 N. and long. 1(6° 40' E.

The German' steamer Bellong reports Had strong N.E. winds with rain. The British steamer Soochow reports Had strong N.E. wind and heavy sea.

POST OFFICE NOTICES. MAILS will close:-

For SWATOW & AMOY .-Per Chi Yuen, at 1.30 p.m., on Friday,

FOR YOKOHAMA AND HIOGO .-Per Polyhymnia, at 3.30 p.m., on Friday,

For SHANGHAL .-Per Merfee, at 3.30 p.m., on Friday, the For HAIPHONG .-

Por Frejr, at 5 p.m., on Friday, the .3rd For SHANGHAL .-Per Amoy, at 3.30 p.m., on Saturday, the

For PORT DARWIN, THURSDAY IS-LAND, COOKTOWN, TOWNSVIL. LE. BRISBANE, SYDNEY, MEL-BUURNE, ADELAIDE, &c., &c.-Por Guthrie, at 6 p.m., on Saturday, the 4th inst.

For SINGARORE. -Per Bellowa, at 9 a.m., on Sunday, the 5th February. For STRAITS & BOMBAY .-Per Stura, at 9.30 a.m., on Tuesday, the

MAILS BY THE FRENCH PACKET .-

7th inst.

The French Contract Packet Sindh will he despatched on WEDNESDAY, the 8th February, with Mails to the United Kingdom, Europe, and places beyond, vid Marseilles; to Saigon, Straits Sottlements, Batavia, Burmah, Coylon, Madras, Calcutta, the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar. The usual hours will be observed in closing

the Mails, &c.

MAILS BY THE UNITED STATES PACKET .-The United States Mail Packet City of Sydney will be despatched on SA-TURDAY, the 11th Instant, with Mails for Japan, San Francisco; the United States, Canada, Honolulu, Peru, &c., which will be closed as follows :--2.15 P.M. Registry ceases.

2.30 P.M. Post-Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postave until the time of departure.

#### Per Socchow, from Pakhoi, Mr Ribbling, 183 and 31 Chinese.

Vessels Advertised as Loading.

	Destina	Transe's.	Capenin.	Agends.	I ate of Leaving.
-	Bromen, and Ports of Call	Braunschweig (s)	Bödeker	Norddeutscher Lloyd	February 20, at 4 p.m.
1	Havre, &c., via Suiz Canal	African (a)	Roy	Adamson, Bell & Co	February 5, at 10 a.m. February 7. February 4.
-	London and Hamburg	Merionethamire (s)	W DROBS	Mossovovice Maritimes	February 8, at noon. Feb. 3, at daylight.
-	Marseilles, and Ports of Call Nagasaki, Kobé and Yokohama New York Port Darwin, &c				Quick despatch. February 7, at 4 p.m.
					February 11, at 3 p.m. February 22, at 3 p.m.
	San Francisco, via Yokohama Shanghai	AMOV 181	De Trometerment	Siemssen & Co	February 4, at 4 p.m. About February 4.
	Shanghai, Kobé and Yekohama Singapore, Penang and Bombay Swatow, Amoy and Foochow	1 7 mL F 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1. <b>1.7</b>	Carlowitz & Co	Feb. 7, at 10 a.m. Feb. 3, at daylight.
,	-Swatow.	Cutheia (a)	Shannon	Russell & Co	Feb. 5, at daylight.
	Triesto, &c	Amphitrite (s)	Wotton	Adamso Bell & Co.,	February 28, at 3 p.m.
	Yokohama and Kobs	Laring National Control of the Contr	LYGI LIBET RIL		Pebruary 3, at 4 p.m. February 8.
	The Contract of the Party of th				The state of the s

## SHARE LIST. QUOTATIONS.

FEBRUARY 2, 1888.

Stocks.	Nos. of Shares	l'alus.	Paid- up.	Position per Reserve.	LIST REPORT. Balancec.f'ward	Last Divideno	Closen Zw. talium, Cash.
BANES, Hongkong and Shanghai Bank Corp.	80,000	· (2)	ali	\$ 3,900,000	\$ 8,228.50 at working a/c	30/ for ½ year to June 30/87	\$155 % prem.
INSURANCES. North-China Insurance Co., Ld	5,000	e dai	£ bi	1			Pis. 265, buyers
Yangteze Insurance Company, Ld Union Insurance Society Co., Ld	. 10,000	250	8 25	\$ 675,000		1 10	Tls. 109 \$90 \$65. buvers
China Traders' Insurance Co., Ld Canton Insurance Office Co., Ld, Chinese Insurance Co., Limited	[10,000]	200	\$ 50	\$ 230,000	\$ 429,367.96 \$ 125,771,29	10 % for 1887 8 % for 1886	\$75 <b>820</b> 5
Hongkong Fire Insurance Co., Ld	20,000	\$ 25¢	\$ 50	\$ 1,000,000 \$ 612,500	\$ 328,567.46	\$27.40 for '86 \$ 6 for 1885	\$372 <del>1</del>
Singapore Insurance Company, Ld The Straits Fire Insurance Co., Ld The Straits Insurance Co., Ld	20,000	§ 100	\$ 20		\$ 7,713.40	•••	\$18, nominal \$29, sellers
HK. C. and M. Stammbout Co., Ld			all {	\$ *40,000 8 +190,000	1	7 % half year June 30/87	
Douglas Steamship Co., Limited indo-China S. N. Company, Limited 60,000 shares issued	20,000 d 18,387	\$ 50 £ 10	£ 10 £ 10	<b>3</b> 127,320	\$ 11513 £ 4,387.5.9	8 % 7 % for 1885	
China and Manila S. S. Co., Ld	3,500	ş 10x				None	par, nominal
Tkong & Whampon Dock Co., Ld		D			The second second second second	to June 30/87	55 % prem., buyers \$130 per share, buyers, fully
IK: and China Gas Co., Limited. New Shares	1,900	£ 10	£ 7.10	£ 9,177.51.1		25 half wood	The state of the s
3,000 shs. issued	2 2 3				<b>8</b> 13,781.53	June 30 1887 6 % for ½ year to June 30/87	9155 . buyaya
Hongkong Ice Company, Limited	., 5,000	8 2		\$ 30,000 \$ 6,000	\$ 514.68	12 % for 1886 10 % for 1886	5 357 on buyers 6 3110 n ex div., nominal
Perak Sugar Culting	7,000 5,000	Tl. 50	all		\$ \$29,303.18	None None	### ##################################
Porak Tin Mining Punjom & Sunghie tan Mining Co.	40,000	8 10	0 all		\	None	<b>8</b> 12 <b>}</b> "
HK. & Kow, Wharf & C. Lown Co		Control of the contro				None 7 %	\$188 \$48
Kikong Rope Manufactory Co., Lo A. S. Watson & Co., Limited HK. High-Lovel Tramways Co., Lo	3,800	\$ 10		\$ 5,000 0	•••	13°/, for 188	665 % prem. 12 % prem., nominal
LOAKS Linese Imperial 1884 B	. 8,566 . 3189			8 % 8 % 8 7 0 7 %	Payable yearly, 80 June Oct. 15 March & Sept	44	5 % prem. 9 % prem., buyers 10 % prem., buyers

+ Depreciation and Insurance Fund

I At debit

MEMOS. FOR TO-MORROW.

Shipping. Daylight .- Namoa leaves for Coast Ports. Daylight. Teheran leaves for N'saki, &c. 4 p.m. - Polyhymnia leaves for Yoko-

hama and Hiogo. Meeting.

9 p.m. Meeting of Zetland Lodge. General Memoranda.

SATURDAY, February 4 :---Noon.-Meeting of Shareholders of the H.K., C. & M. Steamboat Co., Ltd., at No. 7, Queen's Road Central. Goods por Braunschweig undelivere after this date subject to rent. Monday, February 6 :--

4.30 p.m.-Auction of Crown Land a South side of Mount Gough, The Peak Tuesday, February 7:-Goods per Polyhymnia undelivored after this date subject to rent. Transfer Books of The Hongkong Fire

date to the 20th Instant, inclusive. WEDNESDAY, February 8 :-4 p.m.-Auction of Crown Land at South side of Mount Kellett, The Peak. Transfer Books of The China Fire Insur ance Co., Ltd., closed from this date

to the 21st Instant, inclusive. THURSDAY, February 9:--9 p m .- Performance at the City Hall. FRIDAY, February 10 :-Hongkong Ice Co., Ltd., at the General Inner Bar.

Managors' offices. SATURDAY, Fobruary 11 :--Register of Shares of H. K. & Shai Bank ing Corp., closed from this date to 25t Instant, inclusive. Monday, February 20:-

Noon. - Meeting of Shareholders of The Hongkong Fire Insurance Co. Ltd., at Company's office, the Peddor's TUESDAY, February 21:-3 p.m .- Meeting of Shareholders of The

China Fire Insurance Co., Ltd., at No. 45, Queen's Road. SATURDAY, February 25 :--Noon, -Meeting of Shareholders of The Hongkong and Shanghai Banking Corporation at the City Hall.

A. S. WATSON & Co., LIMITED. Christmas Confectioner JUST RECEIVED

ORYSTALLIZED FRUITS. CHOCOLATE CREAMS. BURNT ALMONDS, and SUNDRY SWEETS.

ROSE WATER & OTHER CRACKERS in great variety. NEW SEASON'S CHRISTMAS & NEW YEAR CARDS including some

CHROMOS OF SWISS AND HOME

SCENERY, Suitable for Framing. NEW ILLUSTRATED PHOTOGRAPHIC

ALBUMS. A. S. WATSON & Co., LD. HONGKONG DISPENSARY ESTABLISHED A.D. 1841:

Hongkong, December 12, 1887. 2419 MARRIED. At Stonecutter's Island, on 1st February, by Roy, J. B. Ost, E. Molloy, Chinese Service, to ISABELLA GILL, eldest daughter of Captain Gill, British barque E. J. Spence.

The publication of this issue comme at 7.50 p.m.

The China Itail.

HONGKONG, THURSDAY, FEBRUARY 2, 1888.

TELEGRAMS. [SUPPLIED TO THE 'CHINA MAIL.'] (Via Southern Line.)

FRENCH TROUBLES IN SYRIA. LONDON, 31st January. The Turkish police have arrested French subject at the Consulate in Damascas. M. Montebello has demanded explanations, and the French Press demand that the Mediterranean squadron should go

to Syria. (From 'Le Laigonnais.')

> THE POWERS OF FRENCH GOVERNORS. Paris, 22nd Jan.

The decree regulating the powers of civil governors withdraws from them the direct command of the land and sea forces.

LOCAL AND GENERAL.

PASSED SUEZ CANAL. Ontward Bound: Lord of the Isles, November 29; Palamed, December, Austin Friars, Jan. 3; Diomed, dusa, 13; Glaucies, Glenfruin, 17; Breconshire, 20; Hesperia, Iraounddy, Sar

HOMEWARD BOUND :- Mosser, Nov. 15 Yorkshire, December 6; Hampshire, 30 : Albany, Jan. 3 : Benvenue, 13 ; Bayern, 17 : Priam, 20 ; Achilles, Melbowrne, Poseidon, Glenshiel, Frigga, Althacraig, 24. The steamship Anadyr, with the FRENCH

Saturday morning, the 4th Feb. This spatched from Hongkong on Nov. 22. The Glen Line steamer Glenroy, from London, left ringapore on the 27th

The O. S. S. Co.'s steamer Palinumis, on or about the 3rd Feb. The O. S. S. Co.'s steamship Ajax, from London, left Singapore on the

on or about the 3rd F.b.

on or about the 4th Feb. The Austro-Hungarian-Lloyd's S. N. Co.'s steamship Amphitrite, from Tricks, left Singapore for this port on the 29th Jan., and may be expected here on or about the 4th Feb. The Gellatly Line steamship Afghan left | coets. The Government will do well Singapore on the 30th Jan., and may

be expected here on or about the 6th

The Canadian Pacific steamship Batavia, A CORRESPON from Vancouver, left Kobe for this port the fact that on the 31st Jan., at daylight, and may be expected here on or about the 6th

The Shire Line steamship Cardinanshire left Singapore on the 1st Feb. may be expected here on or about the 7th Feb. The P. & O. 'extra' steamer Lombardy left Bombay for this port on the 26th

A. CORNESPONDENT suggests that when land at the Peak or elsewhere is advertised for sale by the Government, plans should be placed in the Land Registry Office in the Supreme Court buildings. This would be a great convenience to many residents who have not the time between 10 to 4 to go up to the Government Offices

WE have received from the Imperial Mari-Insurance Co., Ltd., closed from this time Customs of China a book entitled List of the Chinese Light houses, Light vessels, Buoys and Beacons for 1888. gives a description of the various lights along the coast, together with charta showing their position. It contains also a list of the Lights staff, foreign and Chinese, and a memorandum on the tides at the Southern Noon .- Meeting of Sharcholders of the entrance to the Yangtze and on the Woosung

THE vessel reported a week or two ago by complaints of delay and inaccuracy in the the Palamed as having been seen ashore on Bombay Shoal turns out to have been barque John Potts, Cargill, muster, which ly increasing number of entries under the stranded on the 1st January while on a voyage from Shanghai to Bangkok in ballast. The master, who is said to have been ailing before he left Shanghai, died after the ship stranded. The crew came to Haipan in a junk and went overland to Hoihow, whence they came to Hongkong by the Soochow, which arrived to-day:

WE observe among the orders of the day for the meeting of the Legislative Council to be held to-morrow the first reading of c Bill entitled the 'Vaccination Ordinance.' We trust that when the discussion on this publish. It ought to be sufficient to point Bill comes on some particulars will be given as to what proportion of the people who I. of 1886, it is only when the Registrar is have been attacked by small-pox and who have died of that disease had been vaccinated, and whether they were vaccinated by tificate. Chinese or English doctors. We think also some details might be given as to the efficacy and extent of Chinese vaccination.

THE question asked by our correspondent is said, to know the amount and the nature 'S' the other day, as to whether the Chi- of the exports during such year at this port. nese had been consulted with reference to If this is the case, what need is there the proposed registration of imports and for imposing a limit of five or ten exports, is a very important one. As the days within which the returns have to be Chinese are large importers of the sundry made? It is not as if we were collecting goods referred to by Mr Ryrie in Council, it | custome or even checking opium, in which seems only fair that they should have been | cases immediate details are necessary. included amongst those interested in the Here we are only satisfying our curiosity trade spoken of by Mr MacEwen. That is or, as it is alleged, procuring information to say, it might have been well to have dis- that may be useful to some merchants. covered the feeling of the Chinese importers If, therefore, such a measure is thought touching a law which would materially af necessary at all why make it unnecessarily fect their interests. Such a step has not, irksome to traders! Many of the Chinese apparently, been deemed necessary; and will find great difficulty in complying with it is therefore satisfactory to learn that the the condition that returns must be made Chinese are taking measures to express their in five days, and this limit will impose a opinion in their own way. We should not needless inconvenience on them all. be surprised if they do so more thoroughly and effectively than their fellow-residents THE following are the Orders of the Day of other nationalities.

Two unemployed Chinese were committed for trial at the Supreme Court to day, on charge of stealing \$100 from a married woman by means of a trick. The woman said that as she was buying vegetables one of the men came and asked if she know a joweller's shop. The other man then came up and said the first man had a gold nagget to sell and asked the woman if she would buy. The woman said she did not want the nugget, whereupon the second man caught hold of her and said she had better do so as it was worth several tens of taels This man also wished to borrow \$1 from the woman in order that he might buy a nurget. The woman took out a bundle of money from her pocket and gave him Japanese yen. The man said he would repay her if she went with them to a shop. Instead however of taking her to a shop the men took her to the hillside, pressed her down, threw a nugget into her basket and then robbed her of all the money and valuables she had to the amount of Tis. 50. No. 15 of 1896.

Ir may be thought strange that Mr E. Ackroyd, who has now resumed his dutie as Registrar of the Court, should appear as pleader in the motion heard to day before the Full Court. The motion, however, is one which, it will be seen, arises out of the Special Jury case which was heard while Mr Ackroyd was acting as Attorney General, and in which he appeared as Course for the defendant Steamboat Company. It Mair of Dec. 30, was to leave Saigon is almost unnecessary to state that the on Tuesday, January 31, at 2 p.m., learned gentleman obtained special permisand may be expected here on or about sion in this matter, on the ground, we prepacket brings replies to letters de- sume, that it arose out of and was almost part of the previous trial. There have been precedents of a kind for such permission being given; but we do not remember January, and may be expected here of a case on all-fours with this, as there is no instance of the Registrar having ever the rage will extend generally throughout from Liverpool, left Singapore on the acted as Attorney General in this Colony. 27th Jan., and may be expected here But the practice is not one which will com mend itself for frequent repetition, as it would be exceedingly awkward if a case 28th Jan., and may be expected here | which the Registrar had appeared as Coun sel were referred to him, as is frequently done, to be dealt with in his capacity as Registrar; or, again, if the Registrar were and perhaps more. As a curiosity, a Scotch called upon, as taxing master, to tax his own discourage such chameleon-like appear- and leaves them; if he comes to this country ances in future,

the registration. not given any particulars will regard to working of a similar measure in Singapore. The papers received to-day from Singapore contain the report of the Singapure Chamber of Commerce, and in that report there

is a reference to the working of the measure which throws some light on the subject. It will be seen that from the outset great difficulty has been found in classifying transhipped woods, and that merchants have found the system so irksome that they have lumped all the goods of this class under the general heading merchandise transhipped, which of course gives no indication of the kind of goods and is practically worthless for statistical purposes. Singapore has not a fiftieth part of the trade of this description which Hongkong has; and if great difficulties have been found in dealing with this relatively small trade in Singapore, what will be the obstacles in a port where transhipments form a very large item in the trade? Here is what the Singapore Chamber says on this head :-

IMPORT AND EXPORT RETURNS. The system and regulations established under the Ordinance I. of 1886 continue to work upon the whole satisfactorily. The returns have been lewer this year than formerly: Your Committee, however, desire to draw attention to the large and apparenthead of Merchandise transhipped. Unquestionably there are occasions-notably in the case of goods in transit and passing from one line of steamers to another where the consignee or shipper, who is generally the steamer's agent, does not know and cannot ascertain the description and value of the goods passing through—but it is obvious that in a port like this the converient and elastic term. Merchandise traisshipped, may be plausibly used to cover almost everything, and that if not strictly limited in its application, to goods passing under through Bill of Lading, the statistics of trade are confused and rendered inaccurate and information is suppressed which t is the very raison d'etre of the Import and Export Department to collect and out to shippers and importors, that the information is asked solely for the public benefit, and under Regulations 1 and 2 of Ord.

satisfied with the correctness of the de-

claration' that he is bound to issue his cer-

It will be observed that the Singapore Chamber states the statistics are sought, solely for the jublic benefit. The same protention is made here. We only want, it

for the meeting of the Legislative Council to be held to-morrow afternoon :--

I. Mr MacElwen, pursuant to notice, will That in consequence of the frequent incon-

venience caused to the Public owing to the insufficiency of the supply of Small Coins, the Council recommend increased quantities to be regularly sent out. Mr McEwen will also move for previous correspondence on the subject. 2. First reading of a Bill entitled The

Vaccinations Ordinance, 1888. 3. Second reading of the following (a). The Defences Sketching Prevention

(b.) The Vagrancy Ordinance, 1888. (c) An Ordinance to provide for the preservation of copies of Books printed in Hongkong, and for the registration of such

(d.) An Ordinance to amend the Reformatory Schools Ordinance, 1886. (c.) The Regulation of Chinese Ordinance. (f.) The Trees Preservation Ordinance,

(g.) The Unclaimed Balances Ordinance, (h.) An Ordinance to amend The Crown Remedies Ordinance, 1975. (i.) An Ordinance to amend Ordinance

4. To go into Committee on the Bill entitled An Ordinance for the Registration of Imports and Exports. b. Third reading of the following Bills:-(a.) An Ordinance prohibiting the En-

closure of Verandulis erected over Crown (b.) The Official Signatures Fees Ordinance, 1888 (c.) An Ordivance for the naturalization Fritz Adolph Friceius Grobiens

(d.) An Ordinance for the nationalization

of Hillune Loo Ngwak otherwise Loo Kiu (c.) An Ordinance for the naturalisation of Lai Shang otherwise Lai Chek Kun. (f.) An Ordinance for the naturalization of Lai Kit, otherwise Lai Chouk.

THE BACPIPES IN AMERICA. - A depressing intimation comes to us from over the ocean (says the New York World) that Scotch pipers will soon be the rage with fashionable New York society. If such is the case the community, and very few pipers will escape it alive. It is stated that Mr. W. K. Vanderbilt has employed a femily piper with the malice prepense of bringing him here and it is predicted that the example time set will be followed by many, Fuel will be added to the fire for pipers when the wealthy Anglomaniacs discover, what most people have known for a long time, that the Prince of Wales has at least one piper. piper may be for a short time tolerated in the haunts of civilization. But he belongs to the mountain and the moor and the past.

whole existing ironclads of every Great Britain possesses 1988 per France, 16 02 per cent ; Russia 10-77 ent.; Germany, 6:00 por cent.; Italy, per cent.; Turkey, 4 97 por cent.; and astria, 3 86 per cont. Of the whole numer of non-obsolete sea-going ironclads Great Britain possesses 2976 per cont. France, 18 45 per cent : Russia, 11 30 per cent.; Germany, 5:95 per cent.; Italy, 7:14 per cent.; Turkey, 5'95 per cent.; and. Austria, 4.76 per cent. Of the whole number of ironclads that can steam 16 knots and over, Great Britain has 54 115 per cent. France, none; Russia, 1081 per cent.; Germany, none; Italy, 21 62 per cent, Turkey, none; and Austria, 2:70 per cont. the ironclade that can steam between and 16 knots. Great Britain has 25 21 per cent.; France, 26.05 per cent.; Russia, 11.76 per cent ; Germany. 8.40 per cent. Italy, 3:36 per cent.; Turkey, 5:88 per cent, and Austria also 5'8 | per cent. the whole number of sea-going ironclads which carry guns enpable of penetrating 20 in. and unwards of iron, Great Britain has 28:84 per cent.; France, 8:176 per cent. Russia, 7:69 per cent.; Germany, none Italy, 19 23 per cent.; Turkey, none; and Austria, 3.81 per cent. Finally, of the whole number of non-obsolete sea-going armour-clads with 16 in. and over of complete water-line armour, Great Britain has 35 71 per cent.; while France has 33 33 per cent.; Ru sia, 7:14 per cont.; Germany 9 52 per cent.; Italy, 11.90 per cent.; and Turkey and Austria none .-- Whitaker's Al-

are moderately strong will probably be con- contended that it would not have been a no authority shown that the Directors had threatened, was brought into force on lat tent to suspend their tremblings till they matter in which the plaintiff could have given power to do any such thing. He July last, and for three or four months one year 1887. have seen what proportion of the wondrous recovered such a sum; for, as he had did not grant the passes; he simply deli- of the most extensive outlets for Manchester things that are to happen in the meantime already stated—and this was the main point | vered them, that privilege had already been | cottons was practically closed to Singapore do really, if we may be pardoned so flippant on which he proceeded -a secretary had no granted to journalists in exchange for pa- traders. The efforts of your Committee to an expression, come off. - Daily News.

THE ANESTHERIC BULLET. - Did theinventor anesthetic bullet, seriously expect his view Or was he only poking solemn fun at our military friends t It is in kee ing with the of the Directors, but his was no argument growing softness of the English character that anyone should think of a means of war without suffering. The unesthetic bullet, it may be explained, is made of glass and filled with a strong narcotic, which, as the he had trusted Mr Da Costa without doing surely obvious and clear to everybody that very doubtful if the recovery is more than contemplates that the battle shall be won or being taken in the usual way. It is very doubtful whether this plan would have the diers, feeling no respect for such benevolently-disposed bullets, would charge home more vigorously with the hay net than before, and thus do far more damage than is now done by the rifle. Moreover, most battles last longer than the effects of a narcotic, however powerful; whilst a victorious army, having passed over the field of battle in pursuit of a retreating enemy, might had its rear rendered lively by a body of awakened soldiers, falling on their whilem victors. The entire notion is too fantastic to be taken seriously. Besides, there is something, if nut much, to be said for the brutal dectrine that anything which tends to diminish the proper sufferings of war is a mistake, as tending to lighten the responsibilities of nations possessed of a morbid taste for fighting .- Pioneer.

### SUPREME COURT.

IN APPELLATE JURISDICTION. (Before His Honour Mr Justice Russell, Acting Chief Justice, and Mr A. J. Leach, Acting Puisne Judge.)

Thursday, Feb. 2, 1883.

THE YOTSAI EXPLOSION CASE. MOTION FOR NONSUIT.

The motion for nonsuit in the case 'Fraser Smith and another versus the Hongkong, Canton and Macao Steamboat Company came before the Full Court to-day. Mr Edward Robinson, instructed by Messrs Caldwell and Mr E. J. Ackroyd, instructed by

the jury. Admitting for the moment that a secretary. There was a later case on this plaintiff had proved that Mr Da Costa was point which was reported in vol. 57 of the secretary of the Company, plaintiff never Law Times'. of association describing what were the grounded. powers of the secretary was put in. The plaintiff spoke of having cortain dealings with Mr Da Costa, while the plaintiff was in the employ of the Dock Company, and tenders to Mr Da Costa, but he contend-

ed that in these dealings Mr Da Coeta

every one of those instances. He was receive tenders, but not to adjudicate upon had held that there was a contract. authorised and had powers; unless he was his duties as secretary and of which the acting within the scope of his a thority. Board approved: It might be hard in some cases that a person The Acting Chief Justice said Mr Ackroyd

who dealt with an agent and trusted in him should lose everything, but that was an | plaintiff was that he had been carried back-A PROPHET OF EVIL -It is when the air is argument which had never been admitted, wards and forwards on the Company's thick with warlike rumours that the modern It had never been taken by the judges to steamers and with the knowledge of the prophets are went to feel the stirring of be one; and it would be found in some Directors, by means of passes granted by the the blood, but it is not often that we get, cases that although persons had been induced | secretary, and that it was notorious that he all at once, such a mass of political by the representations of a secretary to part | had the power to give passes. The plainprophecy of a momentous character as is with time or money, that argument had need tiff in fact began his evidence by stating to be found within the pictorially caballatic | ver been admitted. Persons had no right to | that he went to get passes from Mr D. Costa wrappers of a pamphlet by the Rev. M. say-Well I trusted him; I thought he had togo to a wedding at Macao. These were Baxter, 'episcopal clergyman and one of power; I thought he was an agent.' This facts sworn to, and it was one of the things the editors of the Christian He ald,' which had been decided in one or two cases which on which the jury based their verdict that bears the title of Coming Wars and Great he considered very strong cases indeed. Mr Da Costa had authority to give passes Events. The solid bulk of this portentous Mr D. Costa could not be said to have acted to journalists in the capacity of journapublication is, it is true, eked out by within the scope of his authority as secre- lists. Probably it might be said that twenty predictions, by twenty expositors tary or within the extent of his business these were granted on the ground that of Daniel and Revelation who appear to when he ordered a trial trip, when he asked papers were supplied gratis, but, h ve exercised their great gifts somewhere for a report or when he invited the plaintiff all events, the jury declared that the about the year 1872. By far the greater to write that report. He was not manager; secretary was invested with the power

part of the pamphlet, however, presents he was only secretary, and these were of making arrangements for giving the very latest fruits of the reverend editor's things which cortainly did not come within | tickets to journalists. it turned out afterprophotic strain, and unfortunately affords the province of a secretary but of the mana- wards from Mr Belilios' evidence that he in native firms. -- Yours, but scanty notice of some approaching oc- ger, and the directors were managers. currences of first-class magnitude. We He should show their Lordships from need scarcely do more than cite the predictions he would site that a secretary. tion of 'gigantic wars and revolutions' was a mere servant, and he contended' betweed 1888 and 1891, 'involving all the that as a servant Mr Da Costa had no right not himself give the passes, he merely signnations of Europe, and resulting in France | to order a trial trip or to ask for any report | ed them. He had authority to issue passes, conquering Germany and amnexing all or to invite any person to make that re- in return for papers, to journalists to travel countries west of the Rhine, and then form- port. It, was altogether beyond his pro- by the regular boats, but there was a speing the Ton-Kingdomed Confederacy." All vince, and if, instead of offering plaintiff cial contract sued for in this case, that it this is nothing to the final crisis fixed by a passage in return for this report, he was on the invitation of the defendant DIFFERENTIAL DUTIES IN FRENCH COCHINnine infallible signs for the 13th of April, had promised to pay him a certain. Company that plaintiff went, and because 1901. Regarding this, people whose nerves sum of money for it, he (Counsel) they wanted a report. Now there was

anthority of his own, nor any power to make | pers. any promise on behalf of the Company.

had any doubt in the matter that Mr Da la mere servant, a mere month-piece, months there has been a partial resumption Costs was acting in this matter with the and had no authority to bind a company. | of shipments to Saigon, though the trade authority and consent of the Directors. If | The Acting Chief Justice said it was is still far from its former volume and it is glass bullet breaks on impact, is to sond the sthe failt must fall upon himself and every case must be decided on its own temporary. the man struck into a profound slumber not on the Directors who did not authorise merits, and that such powers might be lasting about six hours. The theory also Da Costa to do this. Mr Da Costa was not given to a secretary as would make him

bulance wagons, and restored; prisoners not a manager, nor had he any managerial transfer of the company was the loss of Mr. powers; his duties were clearly defined. Da Costa's services in the management of and no acts or proceedings had been proved I the company. expected result of saving pain, for the sel- by the plaintiff to show that the Directors had ever held him out as anything he had no power whatever and that the only but a secretary. The first case to which he evidence they had was as to his dealings as should refer their Lordships was that of secretary. 'e had simply to transmit the Nawlands v. the National Employers' Ac- orders of the Directors. Putting his position cident Association; Law Journal, vol. 14, as secretary aside then, they must regard page 428; Queen's Bench Division; where him as a mere stranger. In conclusion, it was stated that where a scoretary of a said his points were, first that as secretary

shares in the Company, a person who was less the Company were not bound by it induced by fraudulent representations made and, second, that the e was no evidence to by the secretary to take shares in the Com- show that the Directors over held him out pany were not entitled to maintain an to be anything but their secretary. That action against the Company. The judg- being so there was no evidence to go to the night went on to state that the secretary jury that there was any contract between was a more servant; that his position was the plaintiff and the defendants as mentionthat he had to do what he was told, and len in the petition. that no person could assume that he had any authority to represent anything at all. This suited exactly the present case.

ment began by staving that there was no evidence to show that the secretary had any nower to make any representation. That was the whole point. The jury in this case held that there was evidence from which they inferred that the secretary had

Mr Ackroyd said what he contended was define but at last defined as a scribe. that the secretary had no powers as secretary. and his position as secretary being wiped out, the question was-what evidence was

The Acting Chief Justice thought the question was-What authority had he from

the position he held Mr Ackroyd said that what he would point out was that from the position he held he had no power whatever, and if that and Wilkinson, appeared for the plaintiffs; was wiped out, what was there? His first point was that as sucretary he had absolute-Messra Wotton and Deacon, for the de- ly no power whatever; he was a mere servant, and everything he did could not bind The Acting Chief Justice said he under- the Company, His next point was, was he stood that Counsel for the defendants asked | ever authorised? Had be ever any other for a nonsuit on the ground that there was powers or duties entrusted to him except no authority given to the Secretary of the those of secretary? There were two or defendant Company to make any such con- three cases on that point to which he (Counsel) tract as was alleged, and that there was no would di ect their Lordships' attention evidence at the trial of the existence of such namely as to the scope of a secretary's duties. Mr Da Costa in acting beyond his autho-Mr Ackroyd said he contended that there rity, it would be seen, was acting as a mere was no evidence to go to the jury of any con- strang r. The case already referred to laid tract binding the defendants, and he there- down the principle that a company was not fore moved that judgment be entered for the responsible for the misrepresentations made defendants, netwithstanding the verdict of as these were made by one who was merely

attempted to show what his powers were, | The Acting Chief Justice pointed out that or that the Directors ever held him out to in the judgment referred to it was stated the public as being anything else but that there was no evidence of any express secretary. He contended that the plaintiff authority to make such representations. had not shown that there were known to while here it was said that there was him any facts or any course of dealing from | such evidence. The Master of the Rolls which he could infer that the Directors ever stated that it was on the absence of evidence held Mr Da Costa out to the public as of any express authority, or of any course having any power beyond that of a mere of business from which such authority secretary. The memorandum of the articles might be inferred, that the decision was

Smith v. Dewsbury (Law Times), and went their executive man. He (Counsel) sub- not but think, that the objects in view- at present greatly in demand-not always comment a shipbuilder as the late Mr Will on to say that with respect to course of mitted from the evidence of these witnesses which have never been very clearly defined with results gratifying to the Scotchmen. Ham Donny, a man of great eminence in business' he would cite two cases, the first that his Lordshi would have done wrong \_but which presumably are the avoidence of Iron, then, has sunk to an almost nominal his profession as a shipbuilder, attributing Mr Fenvick spoke of having sent certain of these being Grant and others a Nor- not to allow the case to go to the jury questions about criminals and the Civil and place as a material for ship-construction; much of the improvement in shipbuilding

to do, the Directors would not be bound by scribe only, and had no inder endent author to the memorandim in the articles it. He contended that in these instances ority or initiative of his own, and in not one association as to the duties of the secre-Mr Da Costa was acting strictly within his of the cases cited was it stated that a secre- tary he said it was merely stated that he duties as secretary and nothing more. Even tary had any authority to bind a company, was to do whatever he was directed to do. when he was acting under those circum- and as the Master of the Rolls said persons. That just amounted to the Company saying stances he was not be done by the di co ors who deals with a secretary must do so on - You will be pleased to observe what the as being anything else except a mere se- the understanding that he had no power to secretary does do, and then you will cretary and doing a secretary's work. Then make any representations of his own. He pleased to observe that he is directed to do there was something said about passes have was a mere servant and could not it. That said his powers were undefined, ing been given by the secretary to those bind the Company in any way. He con- and this was the plaintiff's general contenjournalists who furnished copies of their tended that the plaintiff had not in tion on the question as to whother there papers for their stonmers. Now these passes any way shown any business or any course was evidence of this particular contract. were given not by the se retary, but by the of dealing which would authorise him to He submitted that the learned judge rity and powers from the Directors to do had acted as secretary in dealing with Mr tion whother the defendants were not liable elte to their Lordships, he thought he would had some communication with him about a this contract. If their tordships wished make it clear that he could not bind the tender; but he was then acting strictly him to go into that point he should proceed Company by anything said or done unless within his duties as secretary. What he to submit his arguments. he was authorised by the Board of Directors did then proved that he was empowered to The Acting Chief Justice said the jury

but merely the servant, and therefore he not proved to have been one declaration or further, but would simply cite several cases could not bind them by anything he did one act on the part of the Directors showing to their Lordships for reference. unless he was specially authorised to that they had in any circumstances over do it. Persons dealing with servents or held him out to be anything except a secreagents nught to deal with thom, as one tary. Persons went to him and say, him as of the Judges had said, at arm's length, secretary; there was no objection to that, They ought to know that the principal was but there was not one act proved in which not bound unless the agent was specially he had done something which was beyond

seemed to forget that the evidence of the

had express authority to do so, and it was an notorious fact to everybody. Mr Ackroyd said it was known that he was authorised to give passes; but he did

The plaintiff might say that he knew Mr | was not evidence from which might be in- French government to procure a modifica-Da Costa was secretary and that he went to ferred his authority to give a passage to tion of the tariff will be gathered from the of that ultra refinement of civilisation; the him and trusted him, and that he thought a journalist by this particular steamer? correspondence published in Appendix I; to he had full power to order a trial trip; or Capt. Hoyland in his evidence stated that which your Committee have now little to to be taken up by any European Power! he might say he believed that Mr Da Costa when the order was given to him by the add, beyond stating their belief from the was acting under the authority and sanction | secretary it was all he wanted.

a general agent; he was a secretary, or, as really a general manager. Mr Belilios lost before the wounded recover, and that it had been defined by the Master of the himself had stated in his evidence that one afterwards they can be collected in am Rolly, a servant of the Company. He was of the reasons which led him to propose the

Mr Ackroyd maintained that in this case

Mr Robinson said the main point in the case was was the Judge wrong in giving the case to The Acting Chief Justice said this judg- and was there no evidence for jury of authority on the part of Mr Da Costa ? He submitted that the fallacy his friend's argument was that in the first place he had ignored the evidence relating to the course of business and confined himself to a more play upon the word 'see es tary, which for a long time he did not address instances drawn from the cases accidentizisurance companies, in which it was very probable the duties of the secretary were pretty well known and were in main those ministerial and those of scribe. But where was the anology between the cases of accident insurance compapies and the present case? - He submitted to the Court that it made no what a man was. A rose by any other name would smell as sweet; and whether they called a man secretary or manager it manager they could not shelter themselves behind the name of Secretary. There was this Company and had the ordinary powers | brought forward. of a manager. The plaintiff himself had described his knowledge of Mr Da Costa and his dealings with him on many occasions, and had stated that he always looked upon him as a person having authority and Chamber of Commerce on this subject (Appenhaving the general direction of the Commany's business, not a mere scribe. The evidence of Mr Callwell was to cases of all were those already referred tions, while in the harbours and waters of to by the Court. Captain Hoyland, so the Colony, and the position has this year for from making out that Mr Da Costa been altered, and as your Committee think was a mere scribe, said expressily that he altered for the worse, by the ordinances took all his orders from him. When Mr conferring these privileges being no longer. Bolilios was called into the box he, very annual ordinances requiring to be renewed much to his (Counsel's) satisfaction, went cach session, but being made to extend into the history of the Company and told during the continuance of the convention them that the Company was first under with France agreed to in 1856.

we tolegram states that the was acting strictly as secretary, morely Reports, 663. Proceeding, he contend refer their Lordships to the law on the more properly attained by direct legislation, turn being driven out by steel. The imas the intermediary, the month-piece, ed that the cases cited laid down clearly, subject, which he apprehended he need than by introducing a practice which can portance of this revolution is not duly fell the go-between, between the Directors that a secretary as a secretary had hardly do more than mention. Having not be defended on principle, which may unless it is borne in mind that generally ont riots have been dispend and those who had any contracts with no powers whatever; that he could not do quoted from Evans on Principal and lose who had any contracts with no powers whatever; that he could not do quoted from Evans on Principal and lose who had any contracts with no powers whatever; that he could not do quoted from Evans on Principal and lose who had any contracts with no powers whatever; that he could not do quoted from Evans on Principal and lose who had any contracts with no powers whatever; that he could not do quoted from Evans on Principal and lose who had any contracts with no powers whatever; that he could not do quoted from Evans on Principal and lose who had any contracts with no powers whatever; that he could not do quoted from Evans on Principal and lose who had any contracts with no powers whatever; that he could not do quoted from Evans on Principal and those who had any contracts with lose who had any contract when the contract with lose who had any contract when the and he (Counsel) contended that if anything beyond the scope of his anthority. Agent and other authorities. Mr Robin at any moment give rise to greater difficult safely be allowed on the scantlings of a steel even in those transactions the secretary and that if he did his principals were not son sid he did not know that he need had done anything he was not authorised bound by it. He was not a manager but a refer to any further cases. Referring being invidious and unfur to our own com-

> Directors in exchange for those papers, say that the Company ever held out the se- would have been wrong had he withheld the It enjoyns upon the owner the duty of hey were signed, by the secretary but cretary as empowered to order a trid trip one from the jury supposing he thought painting on his vessel a 'Plimsoll' loadthey were signed by him merely as so- or to invite anybody. Whatever was there was no evidence of this contract, becretary and because he had full author proved, and it was very little, was that he cause there would have been still the quesso. If Mr Da Costa acted moraly as secre- Fraser Smith in connection with the Dock at common law for their neglect of duty in properly marked he can withhold his tary, from the cases he (Counsel) would Company's business, and that Mr Fenwick carrying on their business, irrespective of

no agent of the Board, properly so called; them. In all the other evidence there was Mr R bincon said be would not proceed : Their Lordships reserved judgment.

### CORRESPONDENCE

THE REGISTRATION OF IMPORTS AND EXPORTS. To the Editor of the 'OHINA MAIL.'

Feb. 2nd. Sir, -I trust that if the Government persist with the Bill for the Registration of Imports and Exports that they will insert a clause, limiting its operation to a year, or two years at the most. It is an experiment which a large number of merchants think will have anything but good results. and it should be in the option of the Government to renew or discontinue it at the end of a cortain time. Of course a Bill can always be introduced for the repeal of the measure, but as a rule a good deal of hardship is endured before such a course is adopted, whereas if the Bill had to be renewed in two years, the whole question at might easily be raised and we would have more experience to guide us. A similar course, I observe, has been taken in Singapore with reference to a piece of experimental legislation—the registration of partners

CA' CANNY.

TRADE IN SINGAPORE. We take the following items from the report of the Singapore Chamber of Com-

The French protective tariff, long obtain information regarding the duties and The Acting Chief Justice asked if this to bring diplomatic pressure to bear on the most recent information in their possession. Mr Ackroyd repeated that a secretary | that no abatement of these duties is at all. at all. He should have assured himself if he was, as the Master of the Rolls said, likely to be made. During the last few

BRITISH TRADE DOLLAR. combined with a proposal to domonotize the Mexican and all foreign coins, had been taken up by the Straits Government, and, as will be seen from the papers furnished to the Legislative Council and given in Appendix D. was fully laid before the Home Government by Governor Weld, in a despatch bearing date 22nd December, 1886. By the Colonial Office the subject was referred for Report to the Treasury and the Master of the Mint. From both these quarters, as also from the Chartered Bank of India, Australia, and China, opinions were received adverse to company had no general authority to make Mr Da Costa had only to transmit the or- the proposed coinage, for reasons which are representations to induce persons to take ders of the Company, and if he did anything fully set forth in the correspondence; the upshot being that in a despatch of data 24th June, 1837, Sir H. Holland informed Governor Weld, that he cannot recommend Her Majesty to accode to the prayer of Memorial of the Legislative Council In another despatch the views of the Secretary Unexpired Fire Insurance,

of State are stated as follows :-'All that Sir Henry Holland can suggest for the amelioration of the Straits currency. besides the ad ption of the suggestion which has been long under the consideration of Accounts Payable, ... the Colonial authorities for the catablishment of a one-dollar Government Note, is that to provide against the occasions when Mexican dollars are at a premiun, the local Banks should forecast what are likely to be the requirements of their customors, the mercantile community, at such seasons of the year as experience shows large quantities of dollars are wanted, and purchase inanticipation supplies of Mexicaus which can frequently be bought at bullion value or at a fraction above that value. Sir H. Holland presumes that this simple measure of precaution is probably already taken by the By Transfer Fees, ... Banks carrying on business in the Straits Settlements.

Acting upon this suggestion your Chairdifference what they called a man, but man, Mr. Shelford, in his place in Council, questioned the Government as to their intention of issuing a one dollar Government Note. The reply of the Colonial Secretary By Appropriated out of Profits of year mattered not. If the man was in fact a (Appendix D) is instructive as showing that Government now waits for the Banks and merchants to take up thequestion and that evidence to justify his contention for the should they not do so a wider scheme of plaintiff that the secretary was manager of Government note i sue may eventually be

MAN-OF-WAR STATUS ACCORDED TO

FUREIGN MAIL STEAMERS. Farly in the year your Committee exchanged views with the Hongkong General dix C.) As the law of this Colony now stands, French and German subsidized mail steamers have the status, rights, and privileges same effect. The two strongest of the ships of war of their respective na-

lies than those it is meant to avoid, besides

SUBSIDY TO WEST AUSTRALIAN LINE OF STEAMERS.

In answer to a reference from Government your Committee advocated the continuance of this small subsidy \$500 a trip -us tending to foster a small-direct trade and to develope and encourage a considerable transhipment traffic.

STEAMERS DECK AND LOAD-LINE DEDINANCE OF 1887.

This Ordinance applies to local steamers. Government Surveyor. If the Government Surveyor considers that the vessel is imrectify the wark to the satisfaction of the Government Surveyor or can appeal to a Board of Surveyors, whose decision is final

and binding. There is no doubt that without such a mark it is not always easy to prove beyond dispute that a vessel is over-1 aded. Committee have confined their representations on the subject to requesting that practical men with some local experience should be selected as surveyors.

DRAFT ORDINANCES ANNOUNCED. As the year closed the following im-

ortant measures were aunounced :-Fraudulent Trade Marks Ordinance. Registration of Partnerships and Firms Ordinance.

is introduced at the instance of the here for their vessels still. When circum-Secretary of State, and is the same as the stances permit. A shipbuilding firm on the English Act, which has recently been Clyde has now in hand for them a steamer welcomed by all honest traders and manu- of 5,500 tons. facturers in Europe, and is being emacted in all British Colonies, with such modifications as local circumstances may require. The second bill endeavours to give effect to | because it is with them chiefly that competithe urgent and repeated representations of tion for a large and paying passenger trade your Chamber that all trading copartneries induces the greatest efforts. It is not should be registered. The subject is a however, to be thought that in other trades most delicate and difficult one, and, along similar enterprise has not been shown. A with the other measures emmerated above. will claim the early and careful attention of your new Committee now to be appointed.

T. SHELFORD, Chairman. 12th January, 1888.

THE HONGKONG ICE COMPANY, LIMITED.

The following is the report of the Hongkoug Ice Company, Limited, to be presented at the seventh Annual Mooting to be held on Friday, the 10th Feb., at noon :-

The General Managers have the pleasure of submitting to the Shurcholders a statement of the Company's Accounts for the

the payment of a dividend of 16% or \$1 per would be a success financially. In this (Taken at Messrs Falconer & Co. Fremises.

and an addition to Reserve and Depreciation Account of leaving to be carried forward to new account

The Extension Works have now been

completed at a cost of \$36,767.15, and the General Managers hope that, with the increased facilities for the manufacture of ice Clyde and elsewhere have now in hand now at their disposal, they may be enabled | vessels which are intended to surpass even to still further develop the business. The Dry-air Machine is obsolete and the cost of working it is out of all proportion to

its power of production. It is retained, At the date of last annual Report, this however, as, in the event of any universeen accident, it may enable the Company temporarily to maintain supplies. In the absence of Mr Thomas Arnold, the

accounts have been audited by Mr Fullerton Henderson, Mr Arnold will return to the Colony

shortly, and the General Managers recemmend that he should be re-elected Auditor. JARDINE, MATHESON & Co., General Managers. Hongkong, 1st Feburary, 1888.

Hopskons and Shanghai Dank, -On Cur-

Reserve and Depreciation Account. To Crown Repts and Taxes, less Rent \$ 45,465,82 \$ 45,465,32 EXTENSIONS TO DUILDINGS AND PLANT To Expended during the year 1887.

\$ 8,759:00 , E. & O. E. General Managers.

I have examined the Books, Vouchers, and Securities of the Company, and certify that the above Statements are in accordance therewith. F. HENDERSON, Auditor; Hongkong, 31st December, 1887.

SHIPBUILDING LMPROVEMENTS IN

In an interesting article on Recent Shipbuilding in the United Kingdom Whitaker's Almanack there occur the following passages with regard to recent developments in the shipping trade :---

private management and then under the These Ordinances have been passed under the shipbuilding ports of the north-east have gradually come into vogue, but which management of a Secretary. Subsequently instructions from the Secretary of State and coast. But now the shipbuilders of the are not suitable for mention in such an ar-

vessel, as compared with one built of from. without sacrifice of strength. In an iron and a steel vessel of the same size, therein weight-carrying capability.

Turning now from the figures of ship

matraction to come of the results which

have been attained, it may be well to deal first with the question of speed, An interesting paper dealing largely with this subject, was read by Mr days, the record of the Canard Company's tion. Bethnia. The mutual emulation of the Atlantic companies began. One vessel beat all revious records, only to have its record in the "Paris Figure," of a valuable remedy speedily beaton in turn. Each such ease for nervous debility, physical exhaustion. roused public interest for a brief period, but and premature decay. The discovery was its shining light was soon eclipsed. Nearly | made by a missionary in Old Mexico; it every year has seen hunched for one or saved him from a miserable existence and other of the companies greyhounds of the an early grave. We learn that the Rev. ocean, until now the voyage across the At- Joseph Holnies, Bloomsbury Mansions, lantic has been completed in about six days | Bloomsbury Square, London, W.C., will 4 hours; and we have affect six steamors send the prescription, free of charge, on

It is worth noting, too, that the German Transationtio stemmers, which are competing so strongly for popularity with the vessels of the English companies, are at least for the most part of British construction. Last year the German Company built six vessels at Stettin, in accordance, we be-Incorporation, &c., of Trading Com- lievo, with the terms under which it is subpanies and other Associations Ordes. sidized by the government of the Father-Regarding the first, it may be said that land. Apparently, however, they come

. We have taken the case of the Atlantic liners as exemplifying the great increase of speed which has been attained in steamers. linero mention of names must suffice : but the Peninsular and Oriental Co.'s Victoria and Britannia; the Orient Co.'s Ormus and Austral, the Louis and Dovie, chartered by the New Zealand Co., and the bonts running between Dover and Calais, show how

full of life has been the period we have just passed through, It will be proper to allude here in general terms to the size of the great vessels which have been constructed within the decade. especially for the Transatlantic trade: From the time of the construction of the Great Bustern, little was done for many years in the construction of what we look upon in these days as large vessels. Progress was to be in a more gradual way than was contemplated by the great man to whose genius that achievement was due. Shipbuilders vero to go hand-in-hand with shipowners The balance at Credit of Profit and Loss and merchants to provide the kind of vessel Account is \$27,929.60, which will admit of which the experience of the latter indicated share, ... shipbuilders have been able, without stupendous failures, to produce such lunge structures as the Etruria and the Umbria, both of 7.718 tons, and the City

of Rome of 8,144 tons. It is interesting to note that in the last-named vessel we have \$27,929.60 attained to within 120 feet of the length of the Great Eastern, though not, of course, to half her tonnage. We may here state that some of our leading builders on the this trio, both in speed and size. They are to be between uine and ten thousand tons

We come new to the question of hew it

has been possible to attain these speeds

with such economy as to make them useful for commercial purposes. On this subject we must remark that during the last twentylive years the various improvements which have been made in marine engineering have reduced the consumption of fuel in proportion to the power developed by nearly three quarters. In other words, that is to sav. the working efficiency of the steam-engine in the last quarter of a century has been almost quadrupled. This has been brought about in the main by improved methods of using the steam rather than of generating it. In part by the introduction of steel, vastly increased steam pressures have been rendered available. And then, by the introduction of the triple and quadruple expension types of engine, these high pressures have been more thoroughly utilized than they 1.502.31 could otherwise have been. The introduction of the compound engine, which enabled the steam to be successively used in two cylinders, effected in its time a very great saving ; and now by the power of using the steam in three or even four cylinders, we have a still further economy variously estimated to be from 25 to 33 per

A system of forced draught, and likewise of induced drought, has also been introduced in some cases—though not yet to any extent. The object of the system is to effect economy both by rendering possible the use of inferer coul and by making the action of the fire on the boiler surface more

Liquid fuel has of late come somewhat before the public as a substitute for coal steamors. But whatever may come of the steep for N.E. winds. The weather is blea; it is a thing of the future and not of the past-with which latter only we are now dealing.

But it may be asked what progress have we made in regard to the safety of life and property at sea Speed may be very well but in some respects it may increase danger. Large ships may be very well; but when calamitios do occur they are intensilied by the very element of size. In reply to such a question we cannot

into much detail, where the answer would ! chiefly lia. The first difficulty we have \$ 30,757.15 mentioned is doubtless largely removed by 100. the great care exercised by the companies which own the famous racors; and the second by the increasing practice of subdividing large vessels into watertight compartments so as to make them as far as practicable unsinkable. Among other things, too, we may remark that a notable improvement has taken place during recent years in the proportions of vessels. At one time there was a growing tendency to build vessels, greatly narrower than at present. But this fault of construction has now become quite a thing of the past, and vessels are at present designed with a much more adequate breadth of bear. Another considerable advance has been made by using from and steel for deck fittings, instead of wood as was formerly done. As we have hinted. It is, findeed, only within the last year or there have been many other minor improvetwo that steel has come into general use in | ments, important in the aggregate, which

in cross-examination he admitted that the on the ground that similar privileges are north-east coast are able to compete with ticle as this. It is corious to notice, in the main reason for his advaing the transfer of enjoyed by British mail bonts in Con- those of the Clyde itself, and especially evidence given before the recent Royal Mr. Ackroyd then referred to the case of the Company was the loss of Mr. Da Costa as tinental ports. But your Committee can- in the case of the cargo-carrying steamers Commission on Loss of Life at Sea, so very way and others, X., Common Bench While dealing with that point he would Military laws of different nations, would be and not it is now in its to the indirect influence of Lloyd's Re- Moon-Lett Quarter 5d. 3h. Son.

rister. In this connection we learn that at inv given time nine-tenths of the tonnage wing built in the United Kingdom, from the largest Atlantic liners to small fishing vessels, may be roughly estimated to be under he supervision of Lloyd's Register. There is therefore every reason to believe that Mr Donny did not overrate the boneforo, the latter has a very great advantage ficial influence of that society in its wide-

spread operations. Another element in the safety of life and property at sea has been introduced by the decided action taken, as the result of the Load Line Commission, in regard to the dangerous overloading of which so many datoments had been made. The fact that John, of the Barrow Shipbuilding Com- the administration of the Erceboard Tables pany - a distinguished authority - before the line been entirely intrusted by the Govern-Institution of Naval Architects last year, ment to Lloyd's Register will carry to The first steamers which had crossed the many minds the conviction that the Free-Atlantic about the year 1838 had occupied | board question will be finally solved with about 15 days in the passage. Various im- the same success that has attended the provements had enabled this time to be other efforts which have marked the rise reduced by the year 1874 to about nine and progress of that remarkable institu-

AN IMPOUANT DISCOVERY is announced that have done the passage under seven receipt of a self addressed stamped enve-

### Quotations. Hongkong, February 2.

PIUM-New Patna, cash, ... 505 to 507h Old dash, -New Benares, cash, 4971 CREIL, ---New Malwn, ensh. .. 550 Allowance, Taols... None Old Malwa, cash .... 570/90 Allowance, Taols ... None to 8 Persian, Oily, cash 600/630 Allowance, Tuels. ... None Persian, Paper tied 640/50 Allowance, Taols ... None to 16

Exchange. Hongkong, February 2. London-On domand. 30 days' sight, 3/18 4 months sight. . . . . Credits 4 Documentary of months of he 3, 21 n Faris-On demand, ... Credits, 4 months' sight, Ja New York-On demand. ... Credits, 60 days' sight, On Bombay-Wire, ... On demand. In Calcutta-On demand, ... In Shangha -On doman !. ... 30 days sight. dold Leaf, 100 fine ... Savereigha, ...

Tomgerature. Queen's Road. Ваномитец— 9 А. м.... 30.25

1 P. M. 4 P.M .... HERMOMETER-9 A.M.... 1 P.M. ... 48 4 P.N.... 45 (Wet bulb) 9 A. R. 46 Do. 1 v. v. 46 A P.M. 46 Maximum Do. Minimum over post! 44

METEOROLOGICAL REGISTER. AT 4 P.M. TO-DAY. Barometer 33.28 Temperature Humidity :

Direction of Wind ... NNW Force -Weather

Hongkong Observatory, Feb. 2, 1888. CHINA COAST METEOROLOGICAL REGISTER

FEDRUARY 1.-AT 4 P.M. Nagasaki...30.25 - - NW Sbanghar, 30.47 35 80 N Amoy ..... 30.29 51 79 NE Hongkong 30,24 45 89 xx w 1 Haiphong. 30.23 54 79 E Bolingo ... 29.97 81 -- NNW Manila.... 29.97 79 87 ENE FEBRUARY 2. -- AT 10 A. VI. Wlostnek, 30.43 63 65 NNE (3, 6

Nagasaki... 30.49 - N Shanghai 30.57 34 79 NW Amoy ..... 30.4 46 02 NE floughoug 30.33 45 90 NNW 1 Haphon 30.30 46 81 X Bolingo.... 30.04 78 - see 2 b The barometer has risen in the north

and fallen over Luzon. Gradients are very overcast, cold and wet; snow was visible on the hills near Pagoda Anchorage, Foochow. from 6 a.m. till 10 a.m. on the 1st. W. DOBERCK. Government Astronomer.

Hongkon, Observatory, February 2. 1. BAROMETER, reduced to 52 degrees Fahren. neit, and to the level of the sea in inches, tenths and hundredths.

Fahronhoit. 3. Humidity, in percentage of samration, the humidity of air saturated with moisture being

2. TEMPHEATURE, in the stade in degraces.

4. Direction or Wind to the points: b. Honce or Wind according to Beguiort

6. STATE OF WEATHER. b bine sky, c deached clouds, d drizeling, rain, f tou. g gloomy, h hair, I lightning, o overeast, p passing showers, squally, r (ain, s spon, t thunder, t visibility,

7. Rain. in inches, tantha and lumdre that

SUN AND TIDE TABLE FOR HONGKONG. (From The Hongkony Almanack.

FEB VARY HIGH WATER. SUN. Kises. II. M. И. Л. 0.47 6.41 5.47 0.16 1.41 6.44 5.48 2.43 0.40 1.8 5.40 3.52 6.39 3.40 5.49 6.19 4.59 0.38 5.50 6.38 5.50

AS High water at Whampoa: 2 hrs. 30 mins. later than at Hongkong; at the Barrior: 3 hr. 15 mins ; at the Salt Flats: 3 brs. 30 mins.; at Shanieen; 3 hrs. 45 mins.

# Mails. U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY. THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOROHAMA, AND SAN FRANCISCO. THE U. S. Mail Steamship CITY OF SYDNEY will be despatched Francisco via Yokohama, on SATURDAY, the 11th February, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havans, Trinidad, and Demorara, and to ports in Mexico, Contral and South America, by the Company's and connecting Steamers. Through Passage Tickets granted England, France, and Germany by all trans-Atlantic lines of Steamers. First-class Fares granted as follows :-To San Francisco .... \$200.00 of same is required. Instant, at 3 p.m. ports. To Liverpool

principal places of Europe. To San Francisco and return, 350.00 Shipping Orders will be granted until To Liverpool ... 333.00 To London ... ... ... 338.00 To other European points at proportionate ites. Special reduced rates granted to Officers of the Army, Navy, Civil Service the Agency's Office. and the Imperial Chinese Customs, to be Contents and value of Packages are reobtained on application. Passengers, who have paid full fare, re-For further particulars, apply embarking at San Francisco for China or Japan (or vice versa) within one year will be [ Company's Office. allowed a discount of 10 %. This allowance G. DE CHAMPEAUX, does not apply to through fares from China and Japan to Europe. Hongkong, January 26, 1888. Freight will be received on board until p.m. the day previous to sailing. Parcel Packages will be received at the office until NORDDEUTSCHER LLOYD. 6 p.m., same day; all Parcel Packages. should be marked to address in full; value NOTICE. Consular Invoices to accompany Cargo STEAM FOR destined to points beyond San Francisco, SINGAPORE, COLOMBO, ADEN. in the United States, should be sent to the SUEZ, PORT SAID, Company's Offices in Scaled Envelopes, TRIESTE, BRINDISI GENOA, addressed to the Collector of Customs at San ANTWERP, BREMEN & HAMBURG PORTS IN THE LEVANT, BLACK For further information as to Passage SEA & BALTIC, PORTS; and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central. LONDON, NEW YORK, BOSTON BALTIMORE, NEW ORLEANS, C. D. HARMAN, GALVESTON & SOUTH AMERICAN PORTS. Hongkong, January 21, 1888. THE COMPANY'S STEAMEDS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS Occidental & Oriental Steam-AND LUGGAGE. Ship Company. N.B.—Cargo can be taken on through Bills of Lading for the principal places in TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND N MONDAY, the 20th day of February SOUTH AMERICA, AND EUROPE 1888, at 4 p.m., the Company's S.S. BRAUNSCHWEIG, Captain H. BODEKER with MAILS, PASSENGERS, SPECIE, THE OVERLAND RAILWAYS, and CARGO, will leave this port as above, calling at GENOA. ATLANTIC & OTHER CONNECTING Noon, Cargo will be received on board STEAMERS. until 4 p.m., Specie and Parcels until 3 p.m. on the 19th February. (Parcels are FINHE Steamship OCHANIC will be not to be sent on board; they must be despatched for San Francisco, via left at the AGENCY's Office). Contents and Yokohama, on WEDNESDAY, the 22nd Value of Fackages are required. The Steamer has splendid Accommodation Connection being made at Yokohama, and carries a Doctor and Stewardess. with Steamers from Shanghai and Japan For further Particulars, apply to MELCHERS & Co.. All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the Hongkong, January 23, 1888. day previous to sailing. First-class Fares granted as follows :-Intimations. To San Francisco ... ... \$200.00 To San Francisco and return, } available for 6 months ... WINTER TIME TABLE. ... 338.00 THE KOWLOON FERRY. To other European points at proportionate rates. Special reduced rates granted to STEAM-LAUNCH Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be MORNING STAR obtained on application. Runs Datty as a FERRY BOAT between Passengers, who have paid full fare, reembarking at San Francisco for China or following hours:-This Time Table will do well to patronise. - Chrysanthemum. Japan (or vice versa) within one year will be take effect from the 17TH OCTOBER, 1887. allowed a discount of 10 %. This allowance does not apply to through fares from Ohina and Japan to Europe. Consular Invoices to accompany Cargo destined to points beyond San Francisco, 9.00 , in the United States, should be sent to the Company's Offices, addressed to the Collec-12.45 г.м. 1.00 , 12.30 г.м. 1.00 г.м. For further information as to Freight or Passage, apply to the Agency of the Company, No. 501, Queen's Road Central. C. D. HARMAN, 5.25 ,, Hongkong, February 1, 1888. CANADIAN PACIFIC LINE \* There will be no Launch on Monday TAKING CARGO AND PASSENGERS and Friday, on account of coaling. TO JAPAN, CANADA, THE The above Time Table will be strictly adhered to, except under unavoidable cir-UNITED STATES, AND EUROPE, cumstances. In case of stress of weather, VIA. due notice will be given of any stoppages. THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING PUBLICATIONS. RAILWAY LINES & STEAMERS. CHINA MAIL' OFFICE. THE British Steamship BATAVIA 2,553 Tons Register, Worron, Com-HINA REVIEW-published once in mander, will be despatched for VAN-COUVER, B.C., and SAN FRANCISCO, Two Months. vid KOBE and YOKOHAMA, on TUES-OVERLAND CHINA MAIL-for every DAY, the 28th February, at 3 p.m. Weekly Mail. To be followed by S.S. PARTHIA CHINA MAIL-Every Day. on the 24th March. Connection will be made at Yokohama Orders for Printing and Book-binding with Steamers from Shanghai and Japan promptly executed at MODERATE CHARGES. Ports, and at Vancouver with Pacific Coast points, the regular Steamers of the Pacific CHINA MAIL' OFFICE, COAST STEAMSHIP COMPANY and other 2, Wyndham Street (behind the Club) Through Passage Tickets granted to England, France, and Germany by all trans-NOW READY. Atlantic lines of Steamers. First-class Fares granted as follows :-THE REVENUE OF CHINA. To Vancouver .... Mexican \$160.00 To Victoria and San Francisco 175.00 SERIES OF ARTICLES. To all common points in Can-Reprinted from The China Mail. To Liverpool ... ... 300.00 WITH AN APPENDIX. To London ... ... 305.00

To other European points at proportionate rates. Special reduced rates granted to THIS PAMPHLET is Now Ready and may be had at the OFFICE OF THIS PAPER. Officers of the Army, Navy, Civil Service, Messrs. Lane, CRAWFORD & Co.'s. and the Imperial Chinese and Japanese Messrs. KELLY & WAISH'S. Oustoms, to be obtained on application.

THE CHINA REVIEW. TENTH YEAR. PAQUEBOTS POSTE FRANCAIS. ITHIS Review, which was intended to meet Le the wants of many students of Chinese caused by the discontinuance of Notes and SAIGON, SINGAPORE, BATAVIA Queries on China and Japan, has reached its Fourteenth Volume. The Review discusses MADRAS, CALCUTTA, ADEN, SUEZ, those topics which are uppermost in the minds of students of the Far East and about which every intelligent person con-BLACK SEA PORTS, ALEXANDRIA nected with China or Japan is desirous of acquiring trustworthy information. It in-OF BRAZIL, AND LA PLATA cludes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, LONDON. HAVRE, BORDEAUX Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., N WEDNESDAY, the 8th February, of China, Japan, Mongolia, Tibet, and the 1888, at Noon, the Company's Far East generally. Recently a new de-Steamship SINDH, Commandant parture has been taken, and the Review now with MAILS, PASSENGERS, SPECIE, gives papers on Trade, Commerce, and and CARGO, will leave this Port for the Descriptive notes of Travel by well-known writers. It was thought that by extending Cargo and Specie will be registered for the scope of the Review in this direction. London as well as for Marseilles, and acthe Magazine would be mademore generally cepted in transit through Marseilles for the The Review department receives special attention, and endeavours are made to Cargo will be received on board until 4 present a careful and concise record of p.m., Specie and Parcels until 3 p.m. on Literature on China etc., and to give the 7th February, 1888. (Parcels are not to critiques embodying sketches of the Most be sent on board; they must be left at recent works on such topics. Authors and Publishers are requested to forward works to 'Editor, China Review, care of China Mail Office. The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students know-ledge on obscure points.

Intimations.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIE

STEAM FOR

COLOMBO, PONDICHERRY,

PORT SAID.

MEDITERRANEAN AND

MARSEILLES, AND PORTS

DUNKIRK AND ANTWERP.

MARITIMES.

The Correspondents' column also affords farther and greater facilities for the interchange of views and discussion of various Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers. Eitel, Bretschneider, and Hirth, Professor Legge, and Messrs Balfour, Watters, Stent. Phillips, MacIntyre, Groot, Jamieson, Faber, Kopsch, Parker, Playfair, Giles, Piton, and Taylor,—all well-known names, indicative of sound scholarship and thorough mastery of their subject. The Subscription is fixed at \$6.50 per annum, postage included - payable in ad-Orders for binding volumes will be promptly attended to; Address, Manager, China Mail Office. OPINIONS OF THE PRESS. 'All our learned societies should subscribe to this scholarly and enterprising Review. - Northern Christian Advocate (U.S.) The China Review \* \* \* \* has an excollent table of contents. - Celestial Empire. The Publication always contains subjects

of interest to sojourners in the Far East and Shipping Orders will be granted till the present issue will hold favourable if not advantageous comparison, with preceding numbers.'-Celestial Empire. 'This number contains several articles of interest and value. - North-China Herald. 'The China Review for September-October fully maintains the high standard of excellence which characterises that publitation, and altogether forms a very interesting and readable number. Mereorologists will find an interesting and valuable contribution by Dr. Fritsche, on "the Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Queries are as usual very interesting.' -- North-China Daily News. 'A substantial and reliable Review which Peddar's Wharf and Taim-Tsa-Tsui at the all students of China and the Chinese would

The November-December number of the China Review contains less variety than Leaves K'loon; Leaves H.K. Leaves K'loon, Leaves H.K. usual, but the few articles are very interes-6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M. ting. The opening paper by Mr Herbert A. Giles on "The New Testament in Chinese," treats of a question that must necessarily be of great importance in the eyes of all missionaries. Mr E. H. Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is iven. Mr F. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Emwhich will be read with genuine interest by students of Chinese history A few short notices of New Rooks and number of Notes and Queries, one of which "On Chinese Oaths in Western Borneo and Java" might appropriately have been placed under a separate heading, complete the number. -H.K. Daily Press. Trubner's Oriental Record contains the

following notice of the China Review:-

8.00

5.40

And Mr. W. BREWER'S

NOW PUBLISHED.

DUDDHISM: ITS HISTORICAL,

D THEORETICAL AND POPULAR

ERNEST J. EITEL, Ph.D., TUBING.

THIRD IDITION,

REVISED, WITH ADDITIONS.

Hongkong, August 20, 1881,

LANE, CRAWFORD & Co.

ASPECTS.

Consular Invoices to accompany Cargo

destined to points in the United States

should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District

Freight will be received on board until

All Parcels must be sent to our Office and should be marked to address in full;

and the same will be received by us until

For information as to Passage or Freight,

ADAMSON, BELL & Co.,

Freight Agent, Vancouver, B.C.

5 p.m. the day previous to sailing.

Hongkong, January 27, 1888

4 p.m. on the 27th February.

The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the Calcutta Review. The great degree of attention that has been bostowed of late years upon the investigation of Chinese literature antiquities, and social developments, to nothing of linguistic studies, has led to accumulation of important stores of infor ation, rendering some such channel of pu licity as is now provided extremely des able; and contributions of much inter may fairly be looked or from the member of the foreign consular services, the Chine Customs' corps, and the missionary bod among whom a high degree of Chine scholarship is now assiduously cultivate and who are severally represented in the fir number of the Review by papers high creditable to their respective authors Some translations from Chinese novels a plays are marked by both accuracy and free ness of style; and an account of the career the Chinese post-stateaman of the eleven century, Su Tung-p'o, by Mr. E. C. Bowr is not only historically valuable, but is a distinguished by its literary grace. Besi notices of new books relating to China as the East, which will be a useful feature the Review, if carried out with punctuali and detail, we are glad to notice the Notes' and 'Queries' are destined find a place in its pages also. It is to be boped that this opening for contribution on Chinese subjects may evoke a similar degree of literary zeal to that which we displayed during the lifetime of its pred comor in the field, and that the China Revis

Mr. Andrew Wind.

may receive the support necessary to inst

its continuance.

NEWS AGENT, &c. 21. PARK BOW, NEW YORK; authorised to receive Subscription Advertisaments, &c., for the China Mail, Overland Ohina Mail, and China Berine,

# Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Auchorage is divided into eleven Erctions, of a sencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloong thore k., and those in the lody of the Shipping or midway between each shore are marked a., in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Peddar's Whari.

6. From Peddar's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From Kellett's Island to North Point. 10. Kowloon Wharves. 11. Jardine's Wharf.

Destination.

Remarks.

		7				2217 1000			A CONTRACTOR
	Steamers					4			
	Activ				r. 355	Feb.	1 Arnhold, Karberg & Co.	Hoihow, &c.	fo-morrow
7	Amoy						2 Siemssen & Co.	Shanghai	4th inst.
	Ashburne						4 Butterfield & Swire	****************	Ab'deen Doc
1	Bellona	D C	Haesloop	Ger. st		2	2 Siemssen & Co.	Hamburg	5th inet.
	Changsha		Williams	Brit. st			Butterfield & Swire	******************	Cos'tan Doc
	Chr Yven						1C. M. S. N. Co.	Amoy Y'hama & San F'cisc	To-morrow
	City of Sydney					14.3	8 P. M. S. S. Co. O Siemssen & Co.	Haiphong	To-morrow
	Crusader	2 0	Ogaton	Ger. st Brit. st			1 Chinese	Turbioria	10-2001101
	Decima	3 0	Oestmann	Gor. st		1	8 Siemssen & Co.	Saigon	To-morrow
	Diamante						3 Russell & Co.	Manila	K'loon Dock
	Fidelio						2 Chinese		CHEST AFTY
	Geolong	ő c	Thom	Brit. st		Feb.	2 Geo. R. Stevens & Co.		
	Guthrie	5 c	Shannon	Brit. st	1	Jan. 3	Russell & Co.	Sydney, &c.	oth inst.
	Ilisaus				r. 779		9 Bun Hin Chan	*************	For sale
	Independent						2 Wieler & Co.	Baiphong	
	Lee Sang						O Jardine, Matheson & Co.	Saigon	lo-day
			McIntosh		r. 1060		O Takasima Colliery Agency	Nagasaki	1200 (1800)
			Lancaster	. Y I first fix	The Control of the co	1.00	I C. M. S. N. Co.	Shanghai	To-morrow
			Goddard		7 71.1	1 1 1	1 Douglas Steamship Co.	Coast Ports	lo-morrow
			Schulz		1		3 Siemssen & Co.	Shangbai	To-day
	Pemptos				and the second second		1 Ed. Schellhass & Co.		
j	Pilot Fish	5 h	Stopani	Brit. tu	z. 161		7 H. K. & W. Dock Co.		The Property of Charles of the
	Polyhymnia	9 G	ochaefer	Ger. st			Siemsten & Co.	Yokohama	10-morrow
1	Soochow	3 n	Rowin	Brit. st	313		2 Chinese	Hoihow, &c.	To-morrow
. "	Stura				1110	Jan, J	O Carlowitz & Co.	S'apore & Bombay Yokohama	7th inst.
3	Teheran						9 P. & O. S. N. Uo. 1 Butterfield & Swiro	London, &c.	To-day
	Titan					17		Saigon	To-day
	Tritos	o n	Dieteken	Der Si	1617		SSiemssen & Co. OJardine, Matheson & Co.	Seigon	
	Wingsong	2 0	Brotherton "	Brit, at	1107		1 Tung Kee & Co.		
	7,4		Tromoreog,	Drit, Bt	1000	A Cortaco Basta			
	Sailing Vessels	17							Tribus Series
1	Allie Rowe						9 Wieler & Co.	- Laid up	
	Anna Wichhorst						7 Order		
1	B. P. Cheney	9.0	Hughes	Amer, s	1. 1259	Jan. 2	5 Douglas, Lapraik & Co.		The Archange
	Bua Pan	3 c	Koch	Siam. bg	574	Jan. I	6 Uninese		19.19 6. 12.20
4	Centennial					the second of the second	7 Russell & Co.		
1	Coloma					a land to the state of the	7 Melchers & Co.		WARE THE
1	Doretta					The state of the s	4 Chinese		
1	Dorothea	5 6	Moener	Ger. bq	770	The second second	9 Siemssen & Co. 3 Wieler & Co.		de la maria
	Ema					1 1 1 1 1	5 Gonsalves & Co.		
	E. J. Spence					4-1	9 Melchers & Co.		
1	John D. Brewer		lougalon	Apres hos		1. 1 mm	1 Order		The state of the s
1	Kitty		Laivi	Reit Kor	803	V 2 1 4 1 2 10 10 10 10 10 10 10 10 10 10 10 10 10	0 rder		K'loon Dook
	Mabel Taylor	8 1	Durkil	Brit al	1295		8 Order		
į	Manuel						6 Remedies & Co.		
1	Nardoo	5 k	Campbell	Brit. box	379			Laid up	
H	Penobacot	$5$ $\mathbf{k}$	Eaton	Amer, bor	1066	Dec. 1	4 Adamson, Bell & Co:		TO A PROPERTY WA
-	Plinio	l c	Corsasneys	Italian sh	1133	Jan. 1	3 Captain		Market State
1	Plinio	k	Payne	Brit. bae	1182	Jan.	3 Order		
1	Santa Filomena	3 k/2	Mendiguran	Span. sch	448	Jan. 1	2 Chinese	Iloilo	
	Senta	8 6	Liemann	Ger. bge	. 10 7		6 Order		
-	Siam	1 . c	Lange	Siam. sch	204	- 20 11 2 4 111	9 Chinese		12-120-1104
1	Suliteima	3 h	McGregor	Brit. bge	. 993		8 Order		10 CO 18 CO
1	Tarapaca	3 c	McArthur	Brit. bg			1 Gibb, Livingston & Co.		Mark Dark
1	Theodor Ruger	0	Meyer	Ger. sh		N. O. S. St. 14	l Melchers & Co.	110人,在第二次的第三人称单数	1989: 用不FN
	Titan	C.	Allyn	Amer. al	1270		8 Russell & Co.		生活, 经等级的
1	Walter Siegfried	3 0	Awrence	Brit, bqe	894	Dec. 1	7 Chinese		14 - 14 - 17 M

### Her Britannic Majesty's Ships on the China Station.

- Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1400	4	3180	Com. R. Blair Maconochie	Hongkong
Audacious*	twin-screw battle-ship	6010	10	4330	Capt. Robert Hastings Harris	Hongkong
Occkchafer	gunboat 2nd class	465	4	470	LieutCom. H. H. Boteler	Hongkorg
Constance	oruiser 3rd class	2380	14	2590	Capt. L. O. Keppel	Hongkong
Cordelia	eruiser 3rd class	2380	10	1420	Captain Henry H. Boys	Hongkong
Cek	g-br. 3rd class coast defence	- 300	3	340	ration multiple	In reserve
Espoir	gunboat 2nd olega	465	4	470	LieutCom. H. R. Adams	Ehanghai
birebrand	-gunboat 2nd class	455	4	460	LieutCom. Denison	Hongkong
Heroine	eruiser 3rd class	1420	8	1470	Captain Chas. J. Balfour	Hongkong
Leander	craiser 2nd class	3750	10	5000	Captain M. J. Dunlop	Nagasaki
Linnet	gun-vesse 2nd class	758	5	1050	Commander W. Marrack	Koba
Merlin	gunboat 2nd class	430	4	430	LieutCom. W. M. Maturin	Tientein
Mutine	aloop	1200	10	1120	Commander J. H. Martin	Singapore
Orion	battle ship 3 class armoured	4870	4.04	4040	Captain T. H. Royss	Singapore
Rambler	surveying vessel	830	8	690	Commander W. U. Moore	On a cruise
Rattler	gunboat lat class	870	6	1200	LieutCom. W. Maitl. Dougall	Hongkong
Sapphire	eruiser 3rd class	1970	12	2360	Captain W. C. Karalake	Shanghai
Sillite	eruiser 3rd class	1420	8	1400	Captain Arthur L. Alington	Nagasaki
Sd &	torpedo mining launch	150	1 3 1 1 2 1 mg			Hongkong
Swite	gun-vesset 2 od class	756	5	1010	Commander A. C. B. Browley	Hongkong
Tweed	g-bt. 3rd class coast de ence	360	8	340		In reserve
Victor Emanuel	receiving ship	5157	14		Commodors Maxwell, A.D.C.	Hongkong
Wanderor	Bloop	925	4	750	Commander Geo, Giffard	Hongkong
Wivern	coan defenceship, armoured	2750	And And And	1450		Hongkorg
1147044		200	4.4	to the same to the		

\* Flagship of Admiral Sir R. Vesey Hamilton, K.C.B. Commander-in-Chief.

For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

## Foreign Zen-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	н.Р.	Captain.	Where at
Alsont	Russian gunboat	800	_		Captain Parenego	Nagasaki
Aragon	Spanish cruiser	1908	3		Captain D. E. Zulnaga	Manila
Ampic	French gunboat	470	4.4	450	Commander Rupe	Haiphong
Aurora	Austro-Hungarian cruiser	1430			Captain Franz Mulier	Whampoa
Bismarck	German cruiser	2800			Captain Kuba	On a cruise
B'tholomeu Dias	Portuguese corvetto	A	100	400	Capt. da Costa Cabrel	Hongkorg
Bebre	Russian cruiser	1100	7.2		Captain Menschrooff	Nagazaki
Brooklyn	U. S.frigate	3900	14	1200	Flagship of Admiral Chandler	Hongkong
Carola	German cruiser	2100		A second desired	Captain Aschmann	On a cruise
Domète	French gunboat	475	4	450	Lient Commander Martel	Haiphorg
Omitry Donakoy	Russian frigate	₹6000			Captain N. Scrydloff	Nagasaki
Essex	U. S. corvette	1375	6	900	Commander Jewell	Kobe
itis	German gunboat	489	77.1.1.1.1		Captain Eickstedt	Holhow
		445	2	270	Lieut, Commander Fouet	Haiphong
aguar	French gunboat	1 1 1 1 1 1 1 1	750 . 14	425	Captain Nény	And the second section in the second section in
with	French gunboat	485	7	1170	Commander Merrill Miller	Haiphong
Viarion	U. S. corvette	1900		00 14 1	Commander H. Glass	Ohelmulpo Yokohama
Tonocacy	U. S aloop	1370	6	1470		* * A
Mordj	Russian gunboat	455		600	Commander Moltsoff	Corea
Vautilus	German gun-vessel	755		600	Captain von Hoven	Zanzibar
Nayezdink	Russian cruiser	1330	9	250	Captain Zarine	Nagasaki
Oriaha	U. S. corvette	2400	12	1150	Capt. Courtis	Corea
alos	U. 8. gunboat	420	6	500	Lieut,-Com. Thomas Nelson	Yokohama
Parseval	French gunboat				Captain M. Foret	On a croise
Pluvier	French gunbeat	540	51	420	LieutCommander Poidloue	Haiphong
Primanguet	French cruiser	2200	15	227C	Captain Buge	Wohu
Rapido	Italian cruiser	1458	5		Captain F. Oravosia	Kobo
Rio Lima	Portuguese gunboat	540	x == 0		Captain Raphael d'Andrade	Macso
tynda	Russian cruiser	3000	3 -	-	Captain Th. Avellan	Manila
ivoteh	Russian cruiser	900	1	1000	Commander Suctified	Cores
loboi	Russian gunboat	455	7	60	Commander Boyle	Japan
Sophia	German oruiser	2100	-		Captain Cochuir	Hongkeng
amoga	Portuguese gunboat	610	5	500	Commander P. I. Gouvein	Macao
lejo	Portuguese gunboat		3	100	Lient Com. C. R. Caminha	Macao
uremae	French irigate	5880	1	4250	Captain Juge	Nagasaki
Vertrik	Russian corvette	1530	12	Contract of the	Captain Lang	Singapore
Vipere .	French gunboat	480		425	Capt, de Maroller	Yokohame
Vitias	Russian corvette	2250	12		Captain Makaroff	Nagasaki
Vostock	Russian gunboat				Commander Molchopsky	Visdivoslock
Wolf	German gunboat	884	200	340	Omptain Joeselika	Kobe

#### SHIPPING IN CHINA PHILIPPINES, AN WATERS

WHAMPG Fing & Rig. Vante & Name. Brit. str. Shang Fooksang

> AMOY. In port on January 27, 1888. MERCHANT STRAMERS. German

Wenchow British British MERCHANT SAILING VESSELS. Annie Reed Amer. bge. Archos Brit. bqe. Brit. bqe. Basuto Claro Babuyan Brit. boe. Daniel ? Ger.

Amigo

Hak Lee

Oscar Mooyer Ger. boe. FOOCHOW. In port on January 20, 1888.

Dan. bge.

MERCHANT STEAMERS. Carmarthenshire British Feechow Chinese Brtiish Kowshing

MERCHANT BAILING VESSELS. Brit. bge.

SHANGHAI. In port on January 26, 1888. MERCHANT STEAMERS. British Hongkong Ballarnat British Bellerphon British British Chintung Chinese Chungkiang British Fungshun Chinese Tientsin Chinese Hae-an" Haeshin Chinese Hae-ting Chinese Hankow, &c. Kiang-foo Chinese

Kinng-kwan Chinese Hankow, &c. Kinng-piau Chines Kiang-yung Chinese Kuling British British Kung-wo Kwang Lee Chinese Napzing British British Peking British Hongkong Poochi Chinese Saghalien French Satauma Maru Japanese Nagasaki, &c. Sinn-chang. French Store Nordiske Danish British Tamsui Tungchow British

British Watergeus MERCHANT SAILING VESSELS. Brit. bge. Inglo-India Brit. bge. Dorothy Eclipse Amer. sh. G. H. Wappaus Brit. bge. Brit, sch. M. of Marine Brit, Sin Kolga Brit. bge. Solidor Brit. bge. Sovoja Norw. bgs.

TIENTSIN In Port on January 7, 1888. Ger, bge, Brit, bge. Basuto Charley Brit, bqe. Emilia Norw. soh. Brit. bge. W. Siegfried

NAGASAKI, In port on January 11, 1888. Kozaki Maru Japan, bqe, Polar Star Rus. sch.

HIOGO. In port on January 14, 1888. Ital: bge. Innocenti . Macedon Brit. Satsuma Brit. oge. Wildwood Brit. sh.

YOKOHAMA. In port on January 13, 1888. Amer. sch

Ger. bg. Christian Amer. sch Diana Ger cut Fearless. Am. sh. McLaurin Brit. sch. Nemo Br. 3m. sch. Rose St. James Amer. bge.

MANILA. In port on January 16, 1888. Brit. sh. New York Austriana Brit. bqs. Clant Grant Drumeltan Norw. bge. E. Maria Enrique Span. boe. F. B. Tayler Brit. Amer. bge. Harvard Brit. bqs. Hedvig Brit. Herat Haii. bge. Kalakana Marie Kaethe Ger. Mary A. Troop Brit, bqe. Mary L. Stone Amer. sh. Brit sb. Nagpore Nomad Amer. bge. Amer. sbqe. Brit. bqe. Brit. sh. Obed Baxter Penshaw

> BANGKOK. In port on January 11, 1888

Yolanthe

Norw, bqe. Siam. 3 so. Caroline Siam, sch, Doretta Swed. bge. Doris Eagle Brit Siam, bge. FOOC OW. Norw. bga. Formica Hermann Ger. boe. Dut sch. Ho Guan Kim Chye Seng Siam, boe, Lisa Ital ah. Ger. Ital. Maria Berg Nicolino Italian bos. Quesnof England Siam. sh. Young Stam Stam, bos.

Printed and published by GEO. MURRAY Bank, at the Chine Mail Office, No. Wyndbam Street, Hongkons.